



Illiana Corridor Study NIRPC Commission Meeting

April 18, 2013

Tier Two



Study Process

Tier Two



Tier One

STAKEHOLDER INVOLVEMENT

Identify
Transportation
Needs

Develop & Evaluate
Alternatives for
All Modes

Select
Preferred
Alternative

COMPLETED JANUARY, 2013

Tier Two

STAKEHOLDER INVOLVEMENT

Detailed Engineering and Environmental
Studies of Preferred Alternative

COMPLETION WINTER/EARLY SPRING 2014



Corridor Planning Group & Technical Task Force



Tier Two



PROJECT SPONSORS IDOT • INDOT • FHWA

CORRIDOR PLANNING GROUP (CPG)

ILLINOIS

Counties and
Municipalities

•
Chicago
Metropolitan
Agency
for Planning

•
Kankakee Area
Study
Transportation
(KATS)

INDIANA

County and
Municipalities

•
Northwestern
Indiana
Regional
Planning
Commission
(NIRPC)

TECHNICAL TASK FORCE

Agencies
(i.e. transportation,
resource, etc.)


•
Communities,
Counties, Other
units of Government

•
Interested Groups

•
Organizations

Tier One Public Involvement

Tier Two



9 CPG/TTF Meetings
3 Rounds of Public Meetings
Formal Public Hearings
100+ Stakeholder Meetings

Project
Website



5 Newsletters/Fact Sheets

S-1065

Tier One Transportation System Performance Report

- Lack of continuous & multi-lane east-west roads
- Population & employment growth by 2040
- Vehicle trips will increase by 126% by 2040 resulting in increased congestion
- I-80 congested & assumed at full build out
- National truck freight increasing
- 47,000 daily intermodal truck trips by 2040
- Truck trips will increase by 193% by 2040

Tier Two

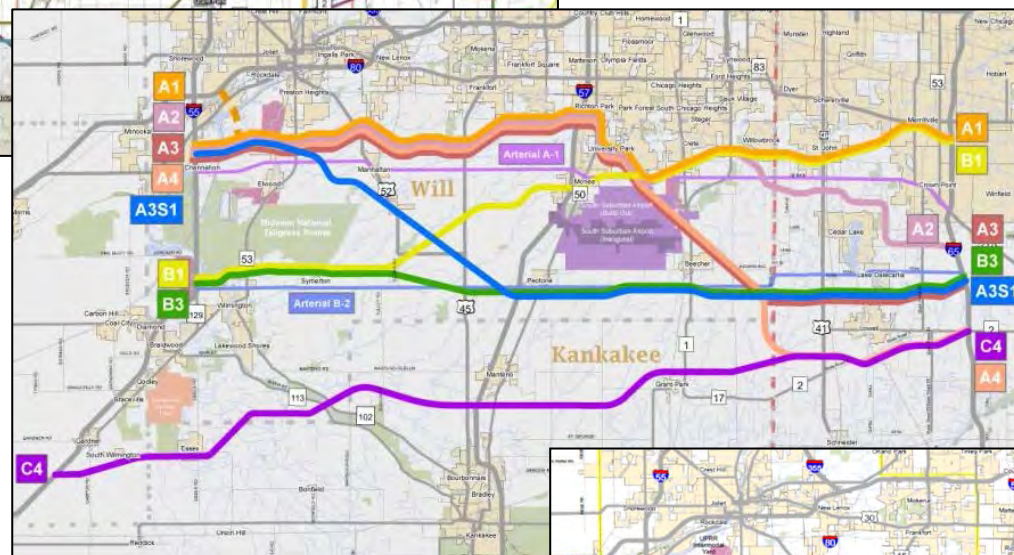
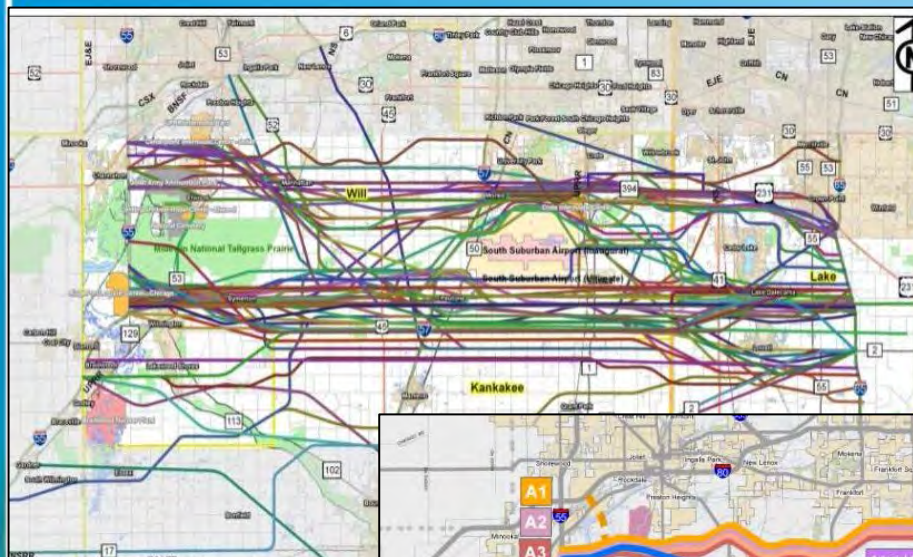


Tier One Corridor Alternatives

Tier Two



Alternatives Workshop Ideas



Initial Alternatives

Tier One DEIS Alternatives



Tier Two





What Does B3 Do For Indiana?

TRAVEL BENEFITS

Travel time savings on Study Area Arterials
\$1.8 Billion
over the life of the improvement in Indiana

Travel time savings outside of Study Area
\$3.7 Billion
over the life of the improvement in Indiana

Less congestion on I-80 with up to 10,000
ADT reduction on the Borman



JOB

2,250 Construction Jobs
7,500 Long-Term Jobs

ECONOMIC OUTPUT

\$350 Million in Short-Term &
\$1 Billion in Long-Term
Economic Output



Tier Two: Alignment Location

Tier Two

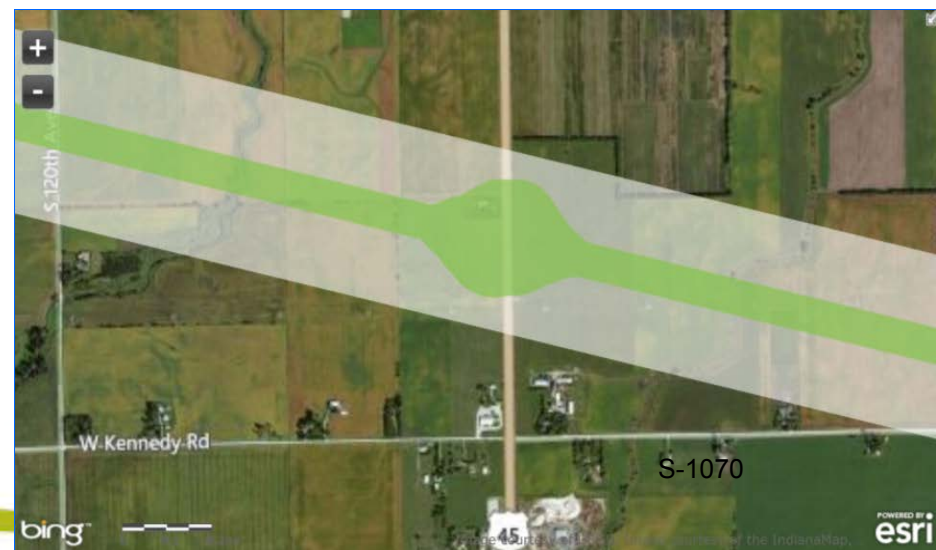


Determine Best 400' Alignment Using the 2,000' Corridor

- Coordinate with landowners for access
- Understand farm operations
- Coordinate with schools, emergency services providers
- Locate interchanges
- Road closure studies

- **Alignment location will move**
- **Actual alignment will be determined Fall 2013**

400' Working Alignment Footprint
within 2000' Planning Corridor



Tier Two Further Studies

- Data Collection/Surveys

- Ground
- Environmental
- Drainage
- Geotechnical
- Property Line

Interchange Types/Locations

Access and Land Use Assessment

Cross Road Connectivity Studies

Alignment Studies

Bridge/Drainage Studies

Studies of Sensitive Environmental Features

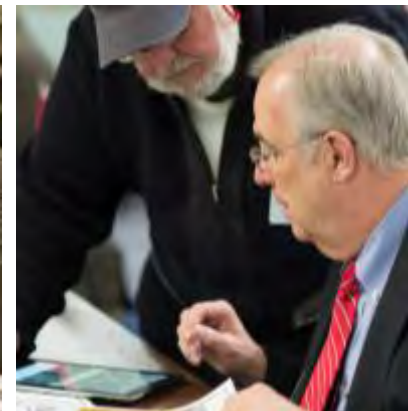
Studies of Underground Conditions

Financial Studies

Land Acquisition Studies

Tier Two Public Involvement

- Over 45 one-on-one stakeholder meetings
- Held five landowner meetings in February with over 850 persons attending
- Tier Two Corridor Planning Group meeting on March 14
- Land Use Task Force Meeting on April 10
- Tier Two Public Meetings on April 16 & 18



Tier Two Public Meeting #1:
April 18: Lowell Middle School, 5-8 pm
19250 Cline Avenue





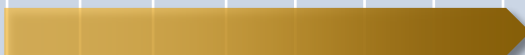

Traditional Funding with Innovative Options:

- INDOT & IDOT exploring innovative finance mechanisms
- MAP-21 increased Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance
- Public-Private Partnerships (P3) and tolling



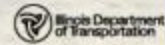
Overall Schedule



	2012				2013				2014				2015				2016					
Tier 1 NEPA					<i>Completed January 2013</i>																	
Tier 2 NEPA									<i>Anticipated March 2014</i>													
ROW Acquisition/Utility																						
P3 Procurement Process																						

Next Steps

- INDOT has requested amending the NIRPC 2040 Comprehensive Regional Plan to include the Illiana Corridor as a fiscally constrained project at the October 2013 Commission meeting
- Coordination with NIRPC staff and presentations to NIRPC Committees and key stakeholders
 - April 9th NIRPC Transportation Policy Committee
 - April 11th NIRPC Pathway to 2040 CRP Implementation Committee



NIRPC Executive Board Meeting
NIRPC/Forum Building, Portage, IN
April 18, 2013
Minutes

Call to Order: Chairman Dave Uran called the meeting to order at 9:10 a.m. with the Pledge of Allegiance. There was a quorum for an Executive Board meeting.

Commissioners present included Roosevelt Allen, Jr., John Bayler, Geof Benson, Kevin Breitzke, Christine Cid, Tom Clouser, Anthony Copeland, Jon Costas, Dave Decker, Jeff Dekker, Stan Dobosz, Don Ensign, Karen Freeman-Wilson, Blair Milo, Diane Noll, Pamela Richard, Bob Schaefer, Tom Schmitt, Dave Shafer, James Snyder, Joe Stahura, Greg Stinson, James Ton, Dave Uran and George VanTil.

Others present included Robert Alderman, Maggie Byrne, Dorreen Carey, Jim Earl, LuAnn Franklin, Dan Gardner, Val Gomez, Katie Kukielka, Carol Kuznicki, Sergio Mendoza, Justin Mount, David Nellans, Jim Nowacki, Shirley Patrick, Ron Shimizu, Joe Simonetto, Rebecca "Sis" Williams and David Wright.

Staff present included Ty Warner, David Hollenbeck, Angie Hayes, Gabrielle Biciunas, Joe Exl, Sarah Geinosky, Eman Ibrahim, Jack Eskin, Kathy Luther, Stephen Sostaric, Steve Strains, Bill Brown, Jody Melton, and Mary Thorne.

Staff Service Award: Ty Warner presented an award to Bill Brown for 30 years of service with NIRPC.

Report of the Chair: Chairman Dave Uran had no report and deferred to the committees.

Presentations:

Lake Michigan Coastal Program: Sergio Mendoza overviewed the 10 year old program offering technical assistance to protect, preserve, manage and plan for coastal areas. Since its inception, over \$10 million dollars have been distributed for various coastal projects. Dorreen Carey spoke on special projects and stormwater management for rural, urban and agricultural, working with local, state and federal partners to insure the coastal and habitat requirements of National Oceanic and Atmospheric Administration (NOAA) and the Coastal Program are being met. Maggie Byrne overviewed the grant funding program available to local entities.

Lee Botts announced a region-wide project to produce a documentary on *Indiana's Shifting Sands*, which references the major environmental changes going on in this region. Several anniversaries are coming in 2016: the Bicentennial of Indiana, the 100th anniversary of the National Park Service, the 50th Anniversary of the Dunes National Lakeshore, and the 90th anniversary of the Indiana Dunes State Park. A major restoration revolution has taken place as well as changes in industrial practices which have resulted in less pollution. The documentary video will be completed shortly.

Governor's Appointment – Dave Hollenbeck announced the appointment of Representative Ed Soliday to the NIRPC Executive Board.

Approval of Minutes: On a motion by Bob Schaefer and a second by Roosevelt Allen, Jr., the minutes of the March 21 Executive Board meeting were approved.

Environmental Management Policy Committee: Kevin Breitzke reported on the expansion of the committee's mission to include the MS4 water quality program championed throughout Lake and Porter counties. Kathy Luther presented an overview of the mandated program from its inception through the changes to date. The changes included a reduction in budget, staff reassignment and an ala carte scope of work. Matt Lake added that

the water quality programs have evolved throughout the state to accommodate growing communities while still providing a level of service to all communities involved.

Finance & Personnel Committee:

- Blair Milo participated in the Exit Conference with State Board of Accounts. Angie Hayes and staff provided the 9th year in a row with no findings.
- A budget amendment for \$5,000 in outside donations adds a new grant to Partners for Clean Air for air quality public education. On a motion by Blair Milo and a second by Jim Ton, the Executive Board approved the budget amendment.
- Two procurement recommendations were proposed for public transit scheduling software and computers for a total cost not to exceed \$216,000 and a public transit route study for the City of Valparaiso's V-Line service for a total cost not to exceed \$100,000. On a motion by Blair Milo and a second by Don Ensign, the Executive Board approved the procurement recommendations.
- The deadline for submission of the RFP for the office space lease to NIRPC is April 26. The Finance & Personnel Committee will hold an Executive Session on May 8 at 1 p.m. in the NIRPC Auditorium to review the RFPs received. All members of the commission are welcome to participate. An Executive Session of the NIRPC Full Commission will meet on May 23 at 9:00 a.m. at NIRPC to discuss the top ranking proposals received for the lease. The public meeting for regular business will follow. No presentations will be scheduled.

Legislative Committee: A full report on the Legislative Committee will be given next month by Tom McDermott and Jon Costas after the General Assembly session ends.

Transportation Policy Committee: Stan Dobosz reported on the Transportation Policy Committee meeting held on April 9, which included a presentation by Steve Strains and Hubert Morgan on the Public Participation Plan and a presentation from INDOT and Parsons Brinkerhoff on the proposed Illiana Corridor project. INDOT submitted a written request for inclusion in the 2040 Plan. The project team would like to see the Illiana in the 2040 CRP in October of this year. The stakeholder groups met to recommend project selections for the next TIP. The air quality conformity work is about to begin. The next TPC meeting is May 14 at 9:00 a.m. at NIRPC.

Land Use Committee: Eman Ibrahim reported the committee is working on the Livable Centers Initiative program to define all of the livable centers in our communities. A new funding program, Creating Livable Centers will support projects linking land use and transportation and transit-oriented development. \$405,000 will be available in 2014.

Pathway to 2040 Committee: Jim Ton chaired the meeting on April 11. Presentations included non-motorized and tourism, and redevelopment, both by Mitch Barloga. Staff reports included the Land Use Committee, the Urban Core Subcommittee and current implementation initiatives. A report on the Illiana was given by Ron Shimizu from Parsons Brinkerhoff. The committee will meet on Thursday, July 11 at 9:00 a.m. at NIRPC.

INDOT: Robert Alderman of INDOT reported on the development of the Lake Michigan Shore. The waterfront is the most underused in Northwest Indiana. Work is being done on the bridge on Riley Road in East Chicago and also Indianapolis Boulevard. Jennifer Alander is INDOT's Customer Service Manager. In 2014, INDOT will focus on higher end areas.

A status report on the Illiana Corridor was given by Jim Earl. The Tier 2 corridor study phase will better define the B3 corridor. The projected benefits to Indiana would include better travel time savings, job creation and economic development. Public meetings were scheduled for April 16 at the Peotone High School in Illinois from 5 pm to 8 pm and tonight, April 18 at Lowell Middle School in Indiana, also from 5 pm to 8 pm. A public hearing will be held in the fall of 2013. It is expected that NIRPC would take action to include the project in their 2040 plan by

the October 2013 Full Commission meeting. The letter from INDOT for inclusion of the Illiana into NIRPC's 2040 Plan was recently received and was read by the commissioners. Discussion followed. Road closures are still being analyzed. Kevin Breitzke invited the team to present at the Environmental Management Policy Committee meeting on May 2 to discuss road, waterway and wetland crossings. For more information, go to the website at www.illianacorridor.org.

Northwest Indiana Economic Development District: Chairman Roosevelt Allen, Jr. reported that the last CEDS meeting was held March 14. The last CEDS Executive Board meeting scored projects with each grant in the amount of \$2.5 million requiring a 50% match. The deadline is June 13. The CEDS Plan will be released to the public on April 30 and posted on NIRPC's website. The planning grant closed out, there is \$25,000 in assets, no debt, and an audit will be performed and expensed for 2013. The EDA is currently operating under a continuing resolution. Chairman Allen will meet tomorrow with Ty Warner and Don Koliboski to discuss an action plan for the EDD for the remainder of 2013. Communities may still submit projects for the CEDS through the website until June 13. The next meeting will be announced at a later date.

Other Business: None.

Public Comment: Jim Nowacki of Gary commented on the handout provided by the American Planning Association on NIRPC's 2040 Comprehensive Regional Plan, which won the *Daniel Burnham Award for a Comprehensive Plan*. Mr. Nowacki commented on the projections for the future of the City of Gary, the lack of needed equipment in the city and the dissolution of the Regional Bus Authority.

Announcements:

- Sergio Mendoza announced the Lake Michigan Coastal Program is accepting applications for three vacancies on the coastal advisory board.
- Geof Benson thanked the volunteer fire departments in responding to emergencies across community lines. Commissioner Benson also thanked Robert Alderman for his work in the reconstruction of downtown Gary US12 corridor. The Calumet Summit is May 14-15 at the newly remodeled Marquette Park Pavilion. The EPA will soon meet with Benson as he chairs the Lake Michigan Shoreline Redevelopment Commission about two sustainable community grants for DOT/HUD/EPA, one for the City of East Chicago and one for the City of Gary.
- Commissioner Milo announced the Maple City Grand Prix boat race is from May 31 to June 2 in the City of LaPorte. The Fitness Fridays program has begun, taking place every Friday at 5:15 p.m. with a free 5K walk/run/cycle.

Report of the Executive Director: Ty Warner congratulated NIRPC's finance team on a 9th successful audit year. At the APA Conference in Chicago this week, NIRPC received the Daniel Burnham Award for the 2040 Plan. A two-minute overview video of the plan was shown to over 5,500 attendees. Mr. Warner facilitated a session at the conference on "Redefining Rural" about global economic studies that have shown the interplay that exists between urban and rural areas. In addition, a full-day mobile workshop showcasing northwest Indiana was done by Mitch Barloga, NIRPC; Craig Phillips, Michigan City and Bob Thompson, Porter County. The tour participants commented favorably on the region's assets. The tour also showed some of the challenges we face. Mary Thorne received favorable response from the Commission to her email about reducing our paper consumption which will save approximately \$875 per year in postage and upwards of approximately \$525 per year in printing costs on the commission mailings alone. NIRPC will provide information mostly through email and a link to the website. Meeting materials will also be projected onscreen at all NIRPC meetings. Only a handful of materials will be printed for those attending who may not have internet access. In addition, NIRPC has expanded its Wi-Fi range to better accommodate those with laptops or iPads. Staff can provide the guest password.

Adjournment: On a motion by Dave Decker and a second by Blair Milo, Chairman Uran adjourned the meeting at 11:00 a.m.

NIRPC Technical Coordination Meeting Agenda
Tuesday, April 23, 2013
2:00 p.m. - 3:30 p.m. (Central Time) @ NIRPC Office

Agenda Items:

1. Status update for Illiana Corridor Study
2. Coordination with NIRPC for Illiana
3. Technical information and/or support needed by NIRPC for Illiana
4. Consultation Meeting and Air Quality Conformity Analysis
5. Next meeting

MEETING SIGN-IN SHEET

Date: April 23, 2013
Location: Lake County Government Center
Purpose: One on one Meeting - Lake County Planning

Name	Representing	Email Address
1. <u>Rick Rampone</u>	<u>Parsons Brinckerhoff</u>	<u>rampone@pbworld.com</u>
2. <u>Katie Kukielka</u>	<u>IDOT/AECOM</u>	<u>katie.kukielka@illinois.gov</u>
3. <u>ED LEONARD</u>	<u>PARSONS BRINCKERHOFF</u>	<u>leonarde@pbworld.com</u>
4. <u>Jim Pinkerton</u>	<u>INDOT</u>	<u>jpinkerton@indot.in.gov</u>
5. <u>Jim Earl</u>	<u>INDOT</u>	<u>jearl@indot.in.gov</u>
6. <u>CHET GRAYES</u>	<u>L.C.P.C.</u>	
7. <u>Ned Kovachevich</u>	<u>L.C.P.C.</u>	<u>Kovachev@yahoo.com</u>
8. <u>Steve Nigro</u>	<u>LCPC</u>	<u>snigro@lakecountymn.org</u>
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		



**Illiana Corridor
Phase 2 Study**

STAKEHOLDER MEETING SUMMARY

Lake County Planning

Date: April 23, 2013
Time: 9:30 AM (Central)
Location: Lake County Government Center, 2293 North Main Street, Crown Point, IN 46307

The primary purpose of the meeting was to discuss the following topics:

- Discuss Lake County Planning questions/concerns
- Obtain available information for highway planning/design
- Discuss local road connectivity
- Discuss build alternative land use planning
- Other questions/topics

Introductions of meeting attendees was held. J. Earl then provided a brief update of the project and listed the objectives of the meeting. He also indicated that the working alignment of the highway was still shifting based on information received from field studies and stakeholder and landowner meetings. He explained that road connectivity issues were still being addressed based on meetings with emergency service groups, school districts, stakeholders and landowners. The anticipated schedule for the project is that the DEIS will be submitted in September 2013 and the FHWA Record of Decision for Tier Two will be issued in March 2014.

N. Kovachevich provided a copy of Lake County Comprehensive Plan (1996) and Lake County Planning Commission Zoning Map Development Target Areas map (November 2000).

E. Leonard provided summary of the Illiana Corridor Land Use Workshop #1 presentation.

J. Earl provided local road connectivity update based on input received from meetings with emergency service providers, school district, police and sheriff department, landowners, Indiana Farm Bureau, and local communities.

N. Kovachevich indicated he still doesn't like the fact that Illiana will further divide the county north to south. He said it will impact their 1996 land use plan that targets the residential development they are targeting between Crown Point and Lowell. He did note improvement in road connectivity since the January 2013 meeting.

They pointed out locations of existing and future residential developments on the Illiana corridor aerial maps provided. Several of these developments have been issued county permits.

N. Kovachevich requested us to consider including in the P-3 financing for the locals to do land use planning one mile in each direction of the corridor. They would do the planning if we get the money as part of the project to finance the plan. Lake County does not have the funding available to revise their 1996 comprehensive land use plan for incorporation of the Illiana highway.

They would like berms included in plans to create a visual buffer for properties on either side of the Illiana.

The meeting concluded at approximately 10:30 am (Central)



Illiana Corridor Phase 2 Study

Attendees: (see attached Sign-In Sheet)

MEETING SIGN-IN SHEET

Date: April 23, 2013
Location: NIRPC
Purpose: Technical Coordination Meeting

Name	Representing	Email Address
1. Ron Shimizu	Parsons Brinckerhoff	shimizu@pbworld.com
2. Katie Kukiela	AECOM / IDOT	katie.kukiela@illinois.gov
3. Eman Ibrahim	NIRPC	eibrahim@nirpc.org
4. Jim Pinkerton	INDOT	jpinkerton@indot.in.gov
5. Jim Earl	INDOT	jearl@indot.in.gov
6. Belinda Petroskey	NIRPC	bpetroskey@nirpc.org
7. Stephen Sostaric	NIRPC	ssostaric@nirpc.org
8. Kent Ahrenholz	DLZ	kahrenholz@dlz.com
9. Ed Leonard	Parsons Brinckerhoff	leonardo@pbworld.com
10. Gary Evers	NIRPC	gevers@nirpc.org
11. Steve Strains	NIRPC	sstrains@nirpc.org
12. Bill Brown	NIRPC	wbrown@nirpc.org
13. Ty Warner	NIRPC	TWARNER@NIRPC.ORG
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		

STAKEHOLDER MEETING SUMMARY

Northwestern Indiana Regional Planning Commission

Date: April 23, 2013

Time: 2:00 PM

Location: Northwestern Regional Planning Commission (NIRPC) Office

The purpose of the meeting was to continue the technical coordination process for considering the Illiana project as an amendment to the fiscally constrained NIRPC 2040 Comprehensive Regional Plan. A meeting attendance sheet is attached. After introductions, the following items were discussed:

- Jim Earl provided an update on the Illiana Corridor Study. Tier Two public meetings were held the previous week on April 16 and 18. There were approximately 400 attendees at the public meeting on April 18 in Lowell and it was good to hear everyone's concerns. The first Land Use Technical Task Force meeting was held on April 10, which included break-out table discussions on corridor land use themes.
- Steve Strains said that he had a revision to the March 8 draft meeting summary at the bottom of the first page regarding weighted voting. He provided a marked up copy to Ron Shimizu who will update the meeting summary.
- Upcoming NIRPC meetings were discussed, including the Environmental Management Policy Committee meeting on May 2, the Transportation Policy Committee on May 14 (short verbal update proposed), a Full Commission meeting on May 23 (short verbal update proposed), and the Pathways to 2040 on July 14. Steve Strains asked if INDOT had received any requests to webcast the Illiana meetings. INDOT responded that they did not think that we had received any requests for webcasts.
- There was discussion on the April 10 Land Use Technical Task Force meeting. Eman Ibrahim said that she had participated at the Indiana break-out table. At that table, there was discussion on road closures, the No Build Alternative, agriculture preservation, and if SR-55 could be closed. There are three interchanges (US-41, SR-55, I-65) in the 12 mile Indiana portion of Illiana. It was pointed out that the I-65 interchange would not have any local access.
- INDOT said that they met with Lake County Planning where some were for and against preserving agriculture and closing the SR-55 interchange.
- Eman Ibrahim said that there were concerns about water and sewers, and the inability to grow without solving water issue (outside Lake Michigan water supply area. Also concern about getting low income jobs around interchanges. Jim Earl and Ed Leonard said they had heard some of these concerns at the public meetings and one-on-one stakeholder meetings.
- There was discussion as to what the Illiana facility might be regarding weight limits, weigh stations, electronic toll collection, presence of tollway oasis, and emergency access. Payment to local communities for the provision of emergency services discussed.
- Upcoming steps for amending the plan were then discussed. Bill Brown said the project will have to go through the NIRPC congestion management system (CMS) process. This would involve the identification of the congested areas, typically through volume-capacity ratios, and then testing the improvements with regards to travel performance using the NIRPC travel model (using the currently adopted socioeconomic forecasts) and comparing to the current NIRPC 2040 CRP travel model results and to CMS improvements. The CMS travel performance improvements are determined based on off-model calculations, since they are typically too small a scale to be captured by the regional travel model.

- Regarding environmental justice (EJ), the recent example of the Cline Avenue bridge was raised by Bill Brown. The need to look at EJ access to destinations such as major job sites, medical centers, and schools will be required. There is also the public outreach component of EJ. NIRPC had received a corrective action regarding EJ in the previous certification review. NIRPC has since established a better working relationship with the Northwest Indiana Federation of Interfaith Organizations. Coordinated outreach to the EJ communities would make sense for this project.
- An air quality conformity analysis would be required, probably in July. This would involve the development of a build socioeconomic forecast for input into the NIRPC travel model. The travel model results are then given to INDOT's consultant who will run a post-processor based on MOVES model emission factors to conform the project. NIRPC is in the process of doing a conformity analysis to avoid a lapse of the program. The USEPA is also reviewing the new State Implementation Plan (SIP) emission budgets.
- The next technical coordination meeting was scheduled for Tuesday, May 21, 2013 at 2:00 p.m. (Central Time).

The meeting concluded at approximately 3:30 PM.

cc: Ty Warner – NIRPC
Steve Strains – NIRPC
Bill Brown – NIRPC
Eman Ibrahim – NIRPC
Kevin Garcia – NIRPC
Stephen Sostaric – NIRPC
Belinda Petroskey – NIRPC
Jim Earl – INDOT
Jim Pinkerton – INDOT
Joyce Newland – FHWA
Katie Kukielka – IDOT Program Manager
Ed Leonard – PB
Ron Shimizu – PB

CMAP Technical Coordination Meeting Agenda

April 26, 2013

8:30 a.m. - 9:30 a.m. @ CMAP Office

Agenda Items:

1. Status Update of Illiana Corridor Study
2. IDOT's Official Request to Amend GO TO 2040
3. Status of Data Transmittal
 - Alternative and Socioeconomic or Land Use Forecasts
 - Travel Demand Modeling
 - Environmental Evaluation
 - Financial Evaluation
4. CMAP Evaluation Process and Schedule
5. Next Meeting

CMAQ Technical Coordination Meeting

April 26, 2013

8:30 am

<u>Name</u>	<u>Organization</u>	<u>E-Mail</u>
Shimizu	Parsons Brinckerhoff	shimizu@pbworld.com
Matt Fuller (via phone)	FTWA	
Yee Newland (via phone)	FTWA	
Jim Earl (via phone)	INDOT	
STE HARMET	IDOT	STE. HARMET@ILLINOIS.GOV
Steve Schilke	IDOT	Steve.Schilke@illinois.gov
Don LEONARD	Parsons Brinckerhoff	lconarde@pbworld.com
Kevin Wiles	CMAQ	kwiles@cmq.illinois.gov
ESSIE ELAM	CMAQ	jelam@cmq.illinois.gov
John Donovan	FTWA	john.donovan@dot.gov
Al Leary	CMAQ	jleary@cmq.illinois.gov
Don KOPEC	CMAQ	dkopec@cmq.illinois.gov
Katie KUKIELKA	IDOT/AECOM	katie.kukielka@illinois.gov
Laird BOZIC	CMAQ	CBOZIC@CMQ.ILLINOIS.GOV

STAKEHOLDER MEETING SUMMARY

Chicago Metropolitan Agency for Planning

Date: April 26, 2013

Time: 8:30 AM

Location: Chicago Metropolitan Agency for Planning (CMAP) Office

The purpose of the meeting was to begin the technical coordination process for considering the Illiana project as an amendment to the fiscally constrained CMAP GO TO 2040 Plan. A meeting attendance sheet is attached. After introductions, the following items were discussed:

- Ron Shimizu distributed the final meeting summary from the February 14, 2013 technical coordination meeting that reflected revisions from CMAP. A draft meeting summary from the March 15, 2013 technical coordination meeting was distributed. It was requested that any revisions to the meeting summary be provided to Ron Shimizu
- A status report on the Illiana Corridor Study was provided by Steve Schilke and Pete Harmet. The Illiana geometry is progressing based on inputs from land owners, municipalities, utilities, and other stakeholders. Additional interchanges are being considered in three locations (Cedar, IL-50, and Ashland),
- The next meeting was tentatively scheduled for May 10, 2013 predicated on the CMAP review of Illiana support material from IDOT.

The meeting concluded at approximately 9:20 AM.

cc: Kermit Wies – CMAP
Don Kopec – CMAP
Jesse Elam – CMAP
Claire Bozic - CMAP
Pete Harmet – IDOT
Steve Schilke – IDOT
Katie Kukielka – IDOT
Jim Earl – INDOT
Matt Fuller – FHWA
John Donovan – FHWA
Ed Leonard – PB
Ron Shimizu – PB



NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

Together We Make The Difference

6100 Southport Road Portage, Indiana 46368

Fax Messages

(219) 763-6060

(219) 762-1653

On the Internet

www.nirpc.org

E-mail Messages

nirpc@nirpc.org

ENVIRONMENTAL MANAGEMENT POLICY COMMITTEE

MAY 2, 2013

AGENDA

CALL TO ORDER AND PLEDGE OF ALLEGIANCE	9:00
<i>Kevin Breitzke, Chair</i>	
INTRODUCTIONS	9:03
APPROVAL OF APRIL 4, 2013 EMPC MEETING MINUTES	9:07
NIRPC BUSINESS:	
a. NIRPC Environmental TAP funding project timelines	9:10
PRESENTATIONS:	
a. Illiana - Phase II Corridor Study	9:15
<i>Jim Arl, INDOT & Ron Shimizu, Parsons Brinckerhoff</i>	
b. 2013 Indiana Legislative Summary	9:45
<i>Vince Griffin, Indiana Chamber of Commerce</i>	
<i>Kim Ferraro, Hoosier Environmental Council / Nicole Barker, Save the Dunes</i>	10:00
ANNOUNCEMENTS	10:15
PUBLIC COMMENT	10:25
ADJOURN	10:30

 **NEXT MEETING DATE: JUNE 6, 2013**

TTY users may access the Relay Indiana Service by calling 711 or 1-800-743-3333.
Requests for alternative formats may be made by contacting Meredith Stilwell at 219-763-6060, ext. 138
or email to mstilwell@nirpc.org.

The Northwestern Indiana Regional Planning Commission (NIRPC) prohibits discrimination in all its programs and activities on the basis of race, color, sex, religion, national origin, age, disability, marital status, familial status, parental status, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program.

Illiana Corridor Study NIRPC Environmental Management Policy Committee

May 2, 2013

Tier Two



Study Process



Tier Two



Tier One

STAKEHOLDER INVOLVEMENT

Identify
Transportation
Needs

Develop & Evaluate
Alternatives for
All Modes

Select
Preferred
Alternative

COMPLETED JANUARY, 2013

Tier Two

STAKEHOLDER INVOLVEMENT

Detailed Engineering and Environmental
Studies of Preferred Alternative

COMPLETION WINTER/EARLY SPRING 2014



Corridor Planning Group & Technical Task Force



PROJECT SPONSORS

IDOT • INDOT • FHWA

CORRIDOR PLANNING GROUP (CPG)

ILLINOIS

Counties and
Municipalities

•
Chicago
Metropolitan
Agency
for Planning

•
Kankakee Area
Transportation
Study (KATS)

INDIANA

County and
Municipalities

•
Northwestern
Indiana
Regional
Planning
Commission
(NIRPC)

TECHNICAL TASK FORCE

Agencies
(i.e. transportation,
resource, etc.)

•
Communities,
Counties, Other
units of Government

•
Interested Groups

•
Organizations

Tier One Public Involvement

Tier Two

9 CPG/TTF Meetings
3 Rounds of Public Meetings
Formal Public Hearings
100+ Stakeholder Meetings

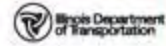


5 Newsletters/Fact Sheets

S-1093

Tier One Transportation System Performance Report

- Lack of continuous & multi-lane east-west roads
- Population & employment growth by 2040
- Vehicle trips will increase by 126% by 2040 resulting in increased congestion
- I-80 congested & assumed at full build out
- National truck freight increasing
- 47,000 daily intermodal truck trips by 2040
- Truck trips will increase by 193% by 2040

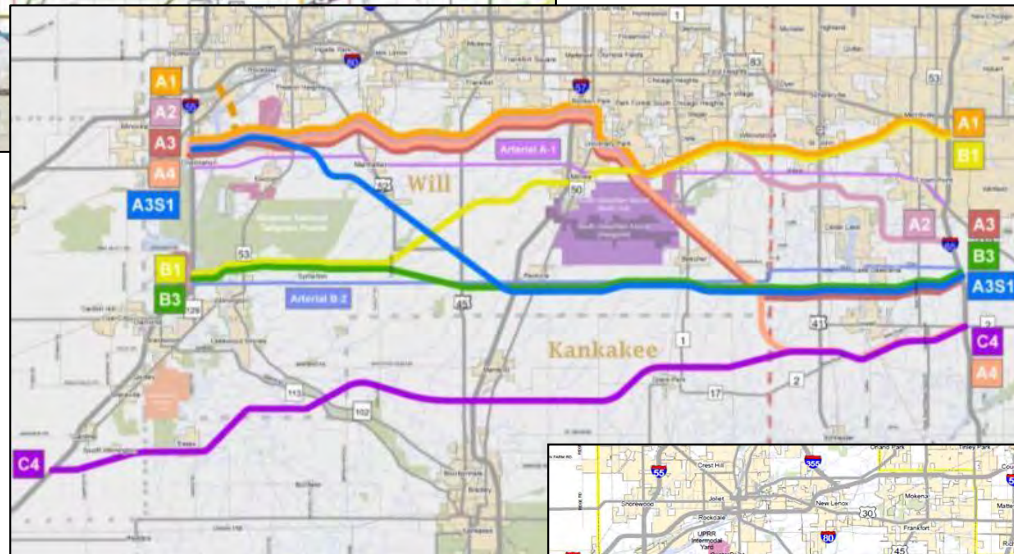
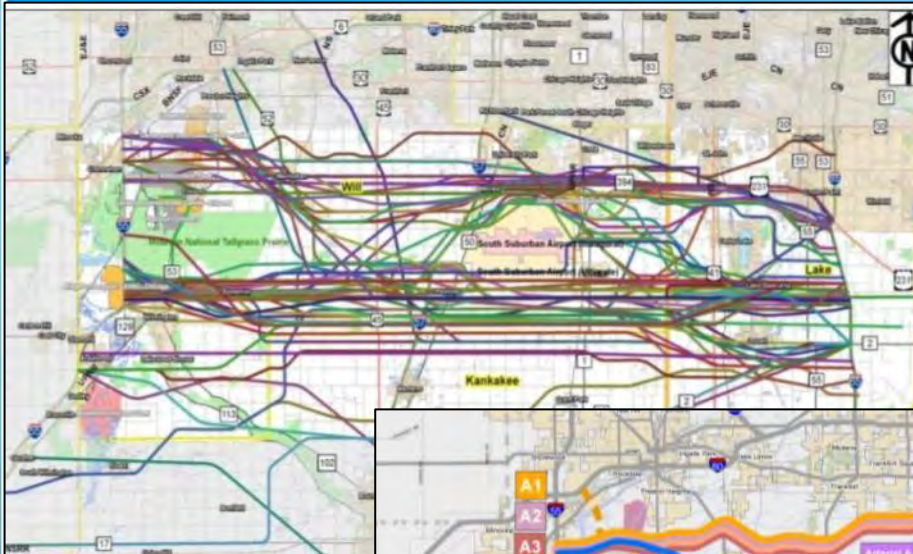


Tier One Corridor Alternatives

Tier Two

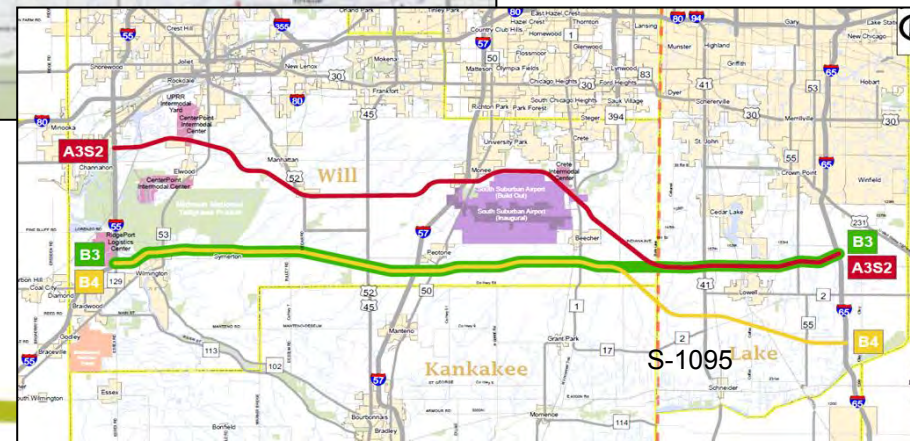


Alternatives Workshop Ideas



Initial Alternatives

Tier One DEIS Alternatives



Tier Two



What Does B3 Do For Indiana?

TRAVEL BENEFITS

Travel time savings on Study Area Arterials
\$1.8 Billion
over the life of the improvement in Indiana

Travel time savings outside of Study Area
\$3.7 Billion
over the life of the improvement in Indiana

Less congestion on I-80 with up to 10,000
ADT reduction on the Borman



JOB

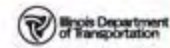
2,250 Construction Jobs
7,500 Long-Term Jobs

ECONOMIC OUTPUT

\$350 Million in Short-Term &
\$1 Billion in Long-Term
Economic Output

Tier Two: Alignment Location

Tier Two



Determine Best 400' Alignment Using the 2,000' Corridor

- Coordinate with landowners for access
- Understand farm operations
- Coordinate with schools, emergency services providers
- Locate interchanges
- Road closure studies

- **Alignment location will move**
- **Actual alignment will be determined Fall 2013**

400' Working Alignment Footprint within 2000' Planning Corridor



Tier Two Further Studies

Tier Two

- Data Collection/Surveys

- Ground
- Environmental
- Drainage
- Geotechnical
- Property Lines

Interchange Types/Locations

Access and Land Use Assessment

Cross Road Connectivity Studies

Alignment Studies

Bridge/Drainage Studies

Studies of Sensitive Environmental Features

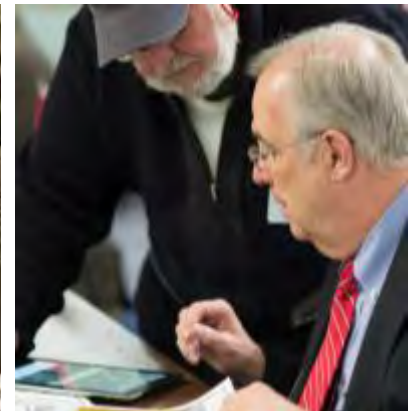
Studies of Underground Conditions

Financial Studies

Land Acquisition Studies

Tier Two Public Involvement

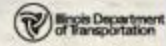
- **45 one-on-one** stakeholder meetings
- **Five landowner** meetings in February with 850 attendees
- Two **Corridor Planning Group** meetings
- **Land Use** Task Force Meetings on April 10 & 30
- Tier Two **Public Meetings** on April 16 & 18 with 700 attendees



Tier Two

Environmental Avoidance and Minimization

Tier Two



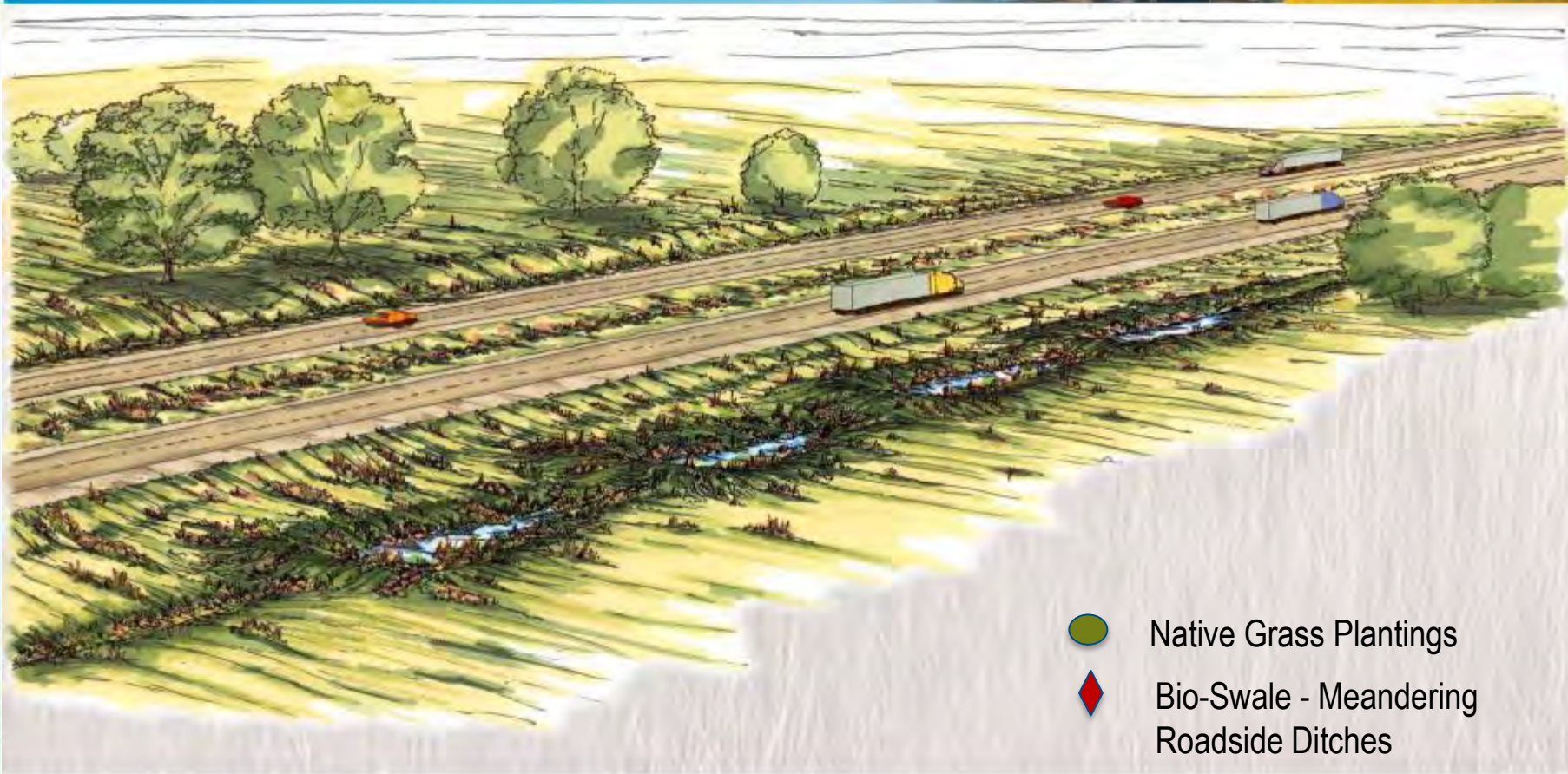
- Updated information based on site specific surveys
- Mitigation is determined by environmental regulation, and the project will meet or exceed requirements



AVOID • MINIMIZE • MITIGATE

Best Management Practices

Tier Two



- Native Grass Plantings
- ◆ Bio-Swale - Meandering Roadside Ditches



Restoration of Ecosystem

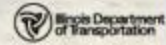
Tier Two

- Create wildlife crossings
- Stabilize earthwork
- Use environment to create a visually enhanced view



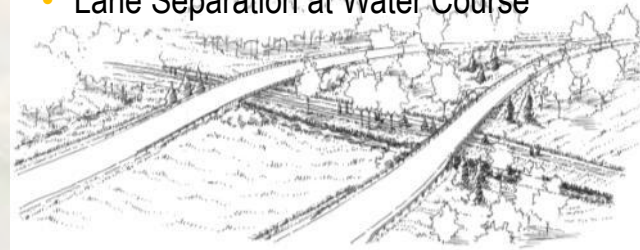
Context Sensitive Design

Tier Two



- Context Sensitive Design Concepts
 - Mimic existing grades
 - Naturalized drainage courses
 - Intentional alignment meanders and lane pair separations
 - Naturalized/native plantings
 - Wildlife underpasses
 - Aesthetic plan for structures

- Lane Separation at Water Course



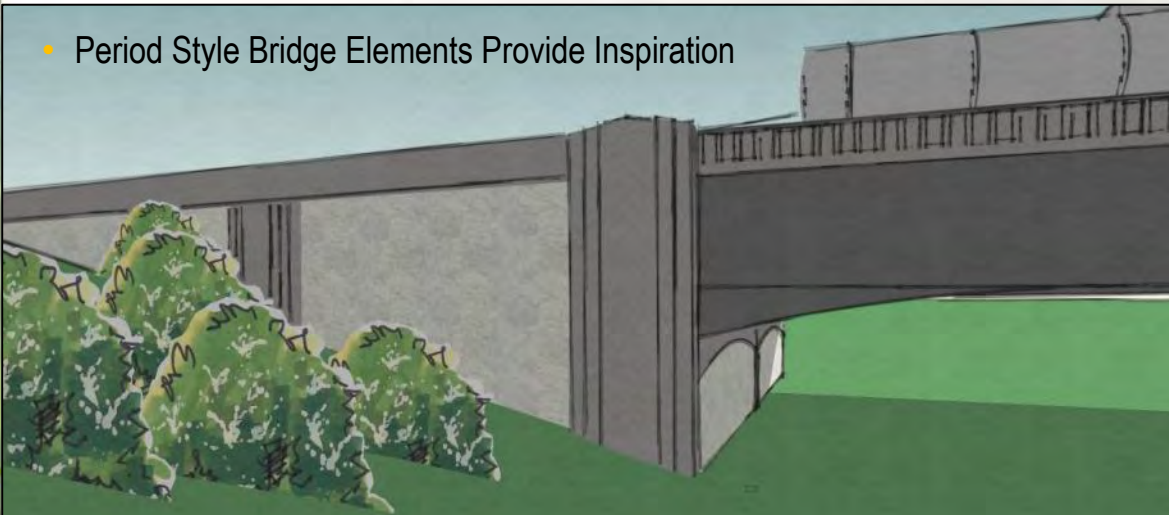
- Naturalized Native Plantings in Corridor



- Wildlife Under-Crossing

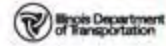


- Period Style Bridge Elements Provide Inspiration



Corridor Land Use Planning

Tier Two



- Facilitation of Land Use planning meetings
- Outreach
 - Municipalities
 - Counties
 - MPO's
- Corridor-wide solutions will be sought



Corridor Sustainability

- Sustainability
 - FHWA's sustainable highway tool: INVEST (*I*nfrastructure *V*oluntary *E*valuation *S*ustainability *T*ool)
 - Green infrastructure
 - Stormwater best management practices



Achievement level		Fraction of Total Points Possible	Points Required				
			Paving	Basic Rural	Extended Rural	Basic Urban	Extended Urban
	Platinum	60%	34	57	69	63	76
	Gold	50%	29	48	58	53	63
	Silver	40%	23	38	46	42	50
	Bronze	30%	17	29	35	32	38

Project Development by Criteria Scorecard						
	Paving	Urban Basic	Urban Extended	Rural Basic	Rural Extended	Custom Core Criteria ¹
PD-1 Economic Analyses			✓		✓	✓
PD-2 Life-Cycle Cost Analyses	✓	✓	✓	✓	✓	✓
PD-3 Context Sensitive Project Development		✓	✓	✓	✓	✓
PD-4 Highway and Traffic Safety	✓	✓	✓	✓	✓	✓
PD-5 Educational Outreach	✓	✓	✓	✓	✓	✓
PD-6 Tracking Environmental Commitments	✓	✓	✓	✓	✓	✓
PD-7 Habitat Restoration		✓	✓	✓	✓	✓
PD-8 Stormwater		✓	✓	✓	✓	✓
PD-9 Ecological Connectivity			✓	✓	✓	
PD-10 Pedestrian Access		✓	✓			
PD-11 Bicycle Access		✓	✓			
PD-12 Transit & HOV Access		✓	✓			
PD-13 Freight Mobility			✓			
PD-14 ITS for System Operations		✓	✓		✓	
PD-15 Historical, Archaeological, and Cultural Preservation		✓	✓	✓	✓	✓
PD-16 Scenic, Natural, or Recreational Qualities			✓	✓	✓	
PD-17 Energy Efficiency		✓	✓	✓	✓	✓
PD-18 Site Vegetation		✓	✓	✓	✓	✓
PD-19 Reduce and Reuse Materials	✓	✓	✓	✓	✓	✓
PD-20 Recycle Materials	✓	✓	✓	✓	✓	✓
PD-21 Earthwork Balance			✓		✓	
PD-22 Long Life Pavement Design	✓	✓	✓		✓	✓
PD-23 Reduced Energy and Emissions in Pavement Materials	✓	✓	✓	✓	✓	✓
PD-24 Contractor Warranty	✓	✓	✓	✓	✓	✓
PD-25 Construction Environmental Training		✓	✓	✓	✓	✓
PD-26 Construction Equipment Emission Reduction	✓	✓	✓	✓	✓	✓
PD-27 Construction Noise Mitigation		✓	✓			✓
PD-28 Construction Quality Control Plan	✓	✓	✓	✓	✓	✓
PD-29 Construction Waste Management	✓	✓	✓	✓	✓	✓
Total Number of Criteria in Scorecard	12	24	29	21	25	18

¹ Includes the core criteria that must be included in the custom scorecard. The user may choose to omit additional criteria as desired.







Traditional Funding with Innovative Options:

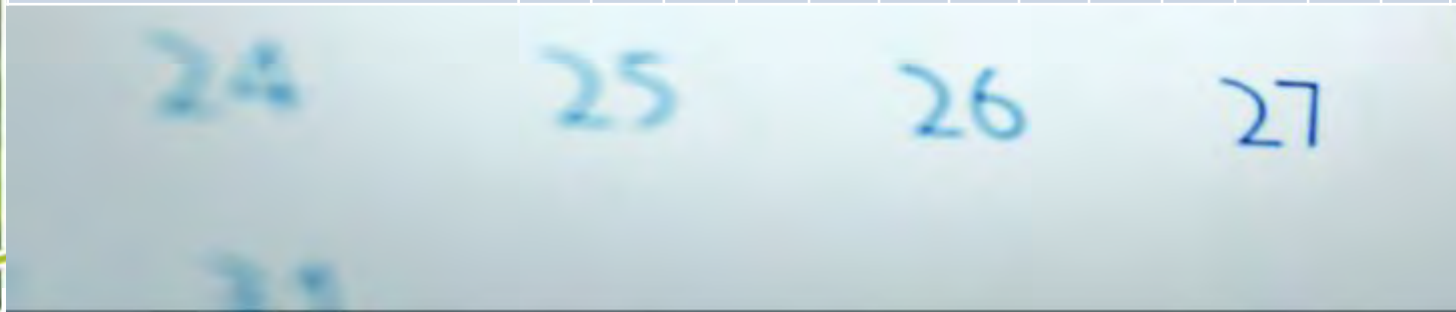
- INDOT & IDOT exploring innovative finance mechanisms
- MAP-21 increased Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance
- Public-Private Partnerships (P3) and tolling



Overall Schedule



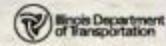
	2012	2013	2014	2015	2016
Tier 1 NEPA	 Completed January 2013				
Tier 2 NEPA	 Anticipated March 2014				
ROW Acquisition/Utility					
P3 Procurement Process					



Next Steps

- INDOT has requested amending NIRPC 2040 Comprehensive Regional Plan to include the Illiana Corridor as a fiscally constrained project at October 2013 Commission meeting
- Continued coordination with NIRPC staff and presentations to NIRPC Committees and key stakeholders

Tier Two



ENVIRONMENTAL MANAGEMENT POLICY COMMITTEE

NIRPC AUDITORIUM, PORTAGE, IN

May 2, 2013

Members/Guests Present: Chandra Viswanathan, Dave Shafer, Dennis Rittenmeyer, Jennifer Gadzala, Susan MiHalo, Nicole Barker, Michelle Caldwell, Ashley Snyder, Arber Himaj, Sherryl Doerr, Mark Reshkin, Lee Botts, Charlotte Read, Deb Backhus, Geoff Benson, Kevin Breitzke, Vince Griffin, Dan Plath, Maggie Byrne, Jim Sweeney, Jim Pinkerton, Nick Minich, Bob Daum, Laurie Keagle, Leslie Dorworth, Kay Nelson, Michael Kuss, Kim Ferraro, Ron Shimizu, Erin Nolan-Higgins, Gayle Van Sessen, Katie Kukielka, Jim Pinkerton, Matt Deitchley, Gia Wagner, Jim Earl

NIRPC Staff: Kathy Luther, Joe Exl, Meredith Stilwell

Call to order and Pledge of Allegiance

Chairman Breitzke called the meeting to order with the Pledge of Allegiance and self-introductions.

NIRPC Business:

a. NIRPC Environmental TAP funding project timelines

Applications are due May 17. A tentative sub-committee meeting was scheduled for May 22 to review applications. If there are no environmental applications submitted the sub-committee will not meet. Any proposals will be brought to the June meeting for review by the EMPC.

Approval of April 4, 2013 EMPC Minutes

On motion by Geof Benson and second by Dave Shafer the April 4, 2013 EMPC minutes were approved. Kathy Luther mentioned many of the NIRPC Committees, in an effort to save paper, have elected to stop receiving printed meeting packets and asked the Committee if they would like to have packets emailed and not printed out for the day of the meeting. The consensus was to receive the packets by email. A printed packet may be requested if needed.

Presentations:

a. Illiana - Phase II Corridor Study - Jim Earl, INDOT & Ron Shimizu, Parsons Brinckerhoff

The main goal of the roughly 50 mile Illiana highway project from I65 to I55 is to deal with the discontinuity of east-west traffic and reduce travel times and congestion by moving truck traffic from the overburdened routes of I80, I94, US30, US20 and State Roads 10 and 2. The project has been broken into a two tier environmental process. Tier 1 was approved in January and Tier 2 has begun with numerous stakeholder meetings, public outreach and traffic studies. The Tier 2 process should have a decision around March, 2014. Since the project involves both Illinois and Indiana and many groups, much outreach is being done to ensure it is meeting the goals of local planners. The Corridor Planning Group includes counties and municipalities in Illinois and Indiana, the Chicago Metropolitan Agency for Planning, Kankakee Area Transportation Study (KATS) and NIRPC. The Technical Task Force is comprised of agencies, communities, counties and other units of government, interested groups, and organizations. Tier One public involvement included nine Corridor Planning Group and Technical Task Force meetings, three rounds of public meetings, formal public hearings, and 100+ stakeholder meetings. Five newsletters/fact sheets were distributed and a project website has been created as well. An initial alternatives map was created during a workshop and those ideas were analyzed and narrowed down to three. The three corridors were studied in depth and detail based on GIS information, traffic studies and environmental information to result in the preferred selected corridor of B3. The expected travel benefits, jobs and economic information were reviewed by Jim and included the environmental aspect of better air quality. Tier 2 involves figuring out crossroad connectivity issues, interchanges, frontage roads, and minimizing water impacts for the 2,000' corridor to determine the best location for the roughly 400' wide alignment. The actual alignment will be proposed at a hearing in the fall of 2013 and Federal Highway will be asked to review and provide recommendation. As part of the process, work is being done with affected local groups and landowners as well as understanding farm operations, coordinating with schools emergency services providers, and looking at road closure studies. At this point geotechnical and environmental crews water surveys and environmental outreach is being conducted. 45 one-on-one stakeholder meetings; five landowner meetings, two corridor planning group meetings, a land use task force meeting, and the first round of public meetings

have taken place. From an environmental perspective the first option is to avoid sensitive areas as much as possible, with the second and third options minimization or mitigation. INDOT is working with Illinois on best management practices for minimizing water quality concerns to figure out concepts to incorporate in the Indiana plan. There will be native grass plantings, roadside ditches will be minimized so as not to interfere with farmland and water table impacts as much as possible. As a water sensitive area with unique soils, considerations are being made for eco, plant, and wildlife systems to allow the ecosystem to remain vibrant and uses context sensitive design concepts to mimic existing grades; naturalized drainage courses, intentional alignment meanders and lane pair separations; naturalized/native plantings; wildlife underpasses; aesthetic plan for structures. Work is also being done with local agencies to ensure their land use visions are being incorporated and corridor-wide solutions will be sought. FHWA's sustainable highway tool INVEST (Infrastructure Voluntary Evaluation Sustainability Tool) has been used. Engineering and right of way costs will be state funded with federal participation, but construction funds are not available from Illinois or Indiana. Options are being researched and include a public-private partnership (P3) which would allow a private consortium to take on the risk of funding, building, operating, and maintaining the project or MAP-21 increased Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance. INDOT is working with NIRPC technical staff and committees to brief them on the project and answer questions and concerns. A formal request has been submitted to NIRPC to include the Illiana Corridor into its long-range plan. *A question, answer and discussion period took place regarding some of the following topics. The long term job numbers presented are a maximization of what is seen happening after looking into possible future plans; by bringing traffic south, areas on local streets appear to be more desirable for reinvestment. There will be an interchange at I65, and although the proposal does not prevent expansion, there are no current plans to extend the project. Improvements are being done on 65 this year and more than likely an added capacity project will need to be looked at to convert to six lanes. Ground water protection and preservation was discussed and it was noted INDOT is working with Illinois to garner ideas since they have used more water friendly processes in their projects. The lack of attention to the need for a public transportation system in the region was mentioned and Jim noted some of the railroad groups and transit agencies were consulted. There currently is no existing public transit in the east-west corridor, and the Illiana doesn't preclude any future transit services. As communities grow, public transit will possibly become a more viable option financially. Jim noted that both the public transportation and water concerns were studied during the Tier 1 process and is why the B3 alternative was found to be the least impactful and most beneficial for those concerns. As more field studies are conducted in the upcoming months, more detailed responses will be provided. Another round of public meetings will take place in June and the goal is to have 90-95% conceptual ideas of every aspect of the project including how the water quality will be addressed for the project by those meetings. If the end result is a P3 project, some of the physical measures will be up to the concessionaire to decide what is done, but Illinois and Indiana will give them options based on what is preferred and requested. Emergency access is also being worked on. As part of the Tier 2 process, State agencies such as IDEM and Corps of Engineers are being worked with on the EIS which includes any mitigation commitments. Water impacts and requirements are still being identified and have not been incorporated into a mitigation plan yet. Since everything will not be able to be mitigated on-site, entities such as Lake County Parks have been contacted to make some of their acquired areas more suitable for natural habitats. The question of placing infrastructure through the corridor to meet the needs for both high speed rail and the Illiana was raised and USEPA wants INDOT to look at providing potential for that type of development in the future, but it would increase the footprint and mitigation requirements and there is not the density to support the development right now. Right now it doesn't seem to be a viable option, but does not mean so for the future. Commissioner Benson noted some of the hurdles the project has to clear before being considered to be placed in the NIRPC 2040 Plan. Jim responded there are some points where the Illiana Plan versus the NIRPC 2040 Plan don't jive and discussions have been held with NIRPC on how to identify and overcome those inconsistencies. Chairman Breitke noted the tremendous challenge of overlays and having good planning guidance and local traffic, waterways, and wetlands that are being disturbed from the project need to be looked at. Chairman Benson suggested it would be helpful to refer to the 12 miles in Indiana out of the 50 mile project as a reference point for clarification. INDOT's desire is to look at both the Illiana and 2040 Plans and adjust the Illiana to fit the 2040 Plan as much as possible.*

- b. 2013 Indiana Legislative Summary – Vince Griffin, Indiana Chamber of Commerce / Kim Ferraro, Hoosier Environmental Council / Nicole Barker, Save the Dunes**



LAKE COUNTY SURVEYOR MEETING AGENDA

Date: Tuesday, May 21st, 2013

Time: 9:30 AM (Central)

Location: Surveyors Conference Room (Room 306)
Lake County Government Center
2293 North Main Street, Crown Point, Indiana 46307

Meeting Agenda

- 1) Introductions
- 2) Meeting objective – Discussion of Illiana drainage and waterway crossings
- 3) Overall project update, drainage analysis/design update
- 4) Lake County drainage related information received to date
 - a. Information and input received from prior stakeholder meetings with local communities, agencies (including Lake County Surveyor), and landowners.
 - b. NRCS report, dated April 2, 2013, to Mr. Harold Mussman Jr., West Creek Township Trustee, providing suggestions pertaining to the Illiana highway.
- 5) Existing drainage/flooding issues
 - a. Michael Moniak, 16325 Jackson St., Lowell, IN (landowner)
 - b. Others?
 - c. Local road flooding?
- 6) Indiana drainage analysis/design approach
 - a. Anticipated waterway crossing locations – legal drain crossings
 - b. Considerations in analysis/design of waterway crossings (including consideration of upstream/downstream conditions)
 - c. Provide suitable grade stabilization and/or outlet facilities at waterway crossings as necessary
 - d. Detention, water quality, applications of best management practices (BMP's)
- 7) Lake County issues/concerns regarding existing and proposed drainage conditions
- 8) Drainage tile systems – minimizing impacts
 - a. Locating tile systems
 - b. Addressing impacts – INDOT policies



9) Other questions/issues/concerns?

10) Next steps/perform site visit(s)?

MEETING SIGN-IN SHEET

Date: MAY 21, 2013
Location: LAKE CO SURVEYOR'S OFFICE
Purpose: Discuss Illiana Drainage Approach

Name	Representing	Email Address
1. <u>CRYSTAL WEAVER</u>	<u>INDOT HYDRAULICS</u>	<u>Cmweaver@indot.in.gov</u>
2. <u>Mark Bailey</u>	<u>Parsons Brinckerhoff</u>	<u>baileym@pbworld.com</u>
3. <u>DAN GARDNER</u>	<u>LC Surveyor's Office - NSA</u>	<u>gardnde@lakecounty.in.gov</u>
4. <u>Bill Moran</u>	<u>USDA Natural Resources Conservation Service</u>	<u>bill.moran@in.usda.gov</u>
5. <u>FRANK STEWART</u>	<u>LAKE COUNTY Surveyor/DIR</u>	<u>FSTEWART@DLZ.COM</u>
6. <u>Wald Dillon</u>	<u>LCSD</u>	<u>rwdplspc@yahoo.com</u>
7. <u>Jim Pinkerton</u>	<u>INDOT</u>	<u>jpinkerton@indot.in.gov</u>
8. <u>Jim EA</u>	<u>INDOT</u>	<u>JEAL@indot.in.gov</u>
9. <u>MARC Chase</u>	<u>The Times</u>	<u>marc.chase@twi.com</u>
10. <u>DAN GOSSMAN</u>	<u>LAKE COUNTY SURVEYOR'S OFFICE</u>	<u>gossmdv@lakecounty.in.gov</u>
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		



**Illiana Corridor
Phase 2 Study**

STAKEHOLDER MEETING SUMMARY

Lake County Surveyor

Date: May 21, 2013
Time: 9:30 AM (Central)/10:30 AM (Eastern)
Location: Lake County Government Center, Surveyor's Conference Room

1. The Proposed Illiana Corridor exhibit prepared by the Lake County Surveyor's office was presented. The locations where the proposed alignment crosses the existing regulated drains as well as non-regulated drains were pointed out. It was noted that the + symbols on the exhibit represent survey monuments.
2. G. Van Til discussed that in the second week of April Lake County had the entire county flown and that they have received detailed aerial images and should receive 6-inch accuracy LIDAR contour information in the near future.
3. G. Van Til stated that there can be no net increase of water in the regulated drains as a result of the Illiana project. R. Rampone responded that detention facilities will be utilized to prevent increasing the flow in the regulated drains as a result of the Illiana project.
4. G. Van Til described the aesthetic properties of highways he observed in Charlotte North Carolina and requested that INDOT look into the possibility of planting perennial wildflowers and grasses in the proposed median. J. Earl and J. Pinkerton stated that INDOT was exploring those opportunities along the proposed corridor.
5. R. Rampone gave an overall status update on the project and stated that in the various stakeholder meetings with local communities, agencies and landowners the most important topic appeared to be road connectivity followed closely by drainage. R. Rampone explained the challenges of drainage in Lake County and how the project team is trying to deal with concentrating the flow of water through the project.
6. B. Moran's suggestion in his letter dated March 22, 2013 of utilizing grade stabilizations structures was discussed. R. Rampone distributed an exhibit showing a grade stabilization structure from the Minnesota NRCS. G. Van Til asked where these structures have been used. C. Weaver stated that INDOT has grade stabilization structures installed along S.R. 44 outside of Rushville, and that the structures were installed in the 50's or 60's and are still in good shape, have outlived the culverts they were constructed for, and that they are self cleaning.

Illiana Corridor Phase 2 Study

7. R. Rampone described how, due to impacts of agricultural land use resulting in non-contiguous waterways, the existing flow conditions at some proposed Illiana crossing locations are currently either sheet or shallow concentrated flow. As a result of this condition, at locations where a suitable outlet channels are not available, we are currently proposing construction of new outlet channels which will tie into suitable receiving waterways downstream. Since the existing sheet and shallow flow conditions at these locations will become concentrated as a result of the new highway, detention facilities will be utilized at these locations to maintain current downstream flow rates and minimize erosion and to scour in the downstream receiving waterways. R. Rampone stated that the proposed channels could also be used for environmental mitigation for impacted stream riparian areas in cases where the receiving waterway is natural and has an existing riparian corridor.
8. G. Van Til said the county would be interested in having all these drains along the corridor regulated drains including the proposed channels. B. Moran said there are spots where he thinks the highway will improve drainage for farmers. He said there are funds available to help farmers finance 90% of the cost for grass waterways. If that is something that would benefit the highway and the farmers, we should let him know. He cannot force the farmers to construct the waterways, but he can start a discussion.
9. The topic of field tiles was discussed. R. Rampone stated that property owners have been asked for the locations of their existing field tiles. J. Earl stated that the local Farm Bureau has also been contacted to help identify existing field tile locations. C. Weaver explained how tiles are replaced when intercepted per standard INDOT policy. C. Weaver stated that the Allen County surveyors' office would be a good resource for the Lake County surveyors to contact as INDOT has recently completed projects in Allen County, which has similar drainage and field tile issues.
10. B. Moran stated that local farmers can get significant increases in yields from decreasing tile spacing (as an example he described a case where a farmer decreased his tile spacing from 80' to 40'). B. Moran wanted assurance that if farmers wanted to upgrade drainage in the future, once the project is complete, that they will have the ability to tie into what is being constructed for the project. He further suggested that INDOT construct a header tile parallel to the highway that could be tapped into in the future. M. Bailey mentioned that farmers could tie into the proposed roadside ditches if they get a permit from INDOT. B. Moran stated

Illiana Corridor Phase 2 Study

that the field tile will drain for several days after a rain event and that could keep the proposed ditch bottoms wet and possibly cause maintenance issues.

11. R. Rampone discussed the existing drainage issue at 163rd which was brought up by local resident Michael Moniak and stated that we are looking into ways to help alleviate the existing problem with detention, however it is too early to commit to a solution. R. Rampone pointed out that the more we know in advance of other types of existing drainage issues and problems, that sometimes actions can be taken to attempt to alleviate these situations. He inquired if there are any other known existing drainage issues along the proposed corridor. G. Van Til stated that the county surveyors office has a list of existing drainage issues and he will have the list passed along to the designers.
12. R. Rampone requested the County's standards for storm water detention. F. Stewart indicated that those are online; however, they will be updated as soon as they can get approval from the Lake County Council. M. Bailey requested a copy of the proposed standards. F. Stewart stated that the revisions were to stormwater quality and not quantity.
13. J. Earl indicated that Lake County stormwater quality performance specifications could be combined with INDOT specifications and that P3 coordination with Lake County could be incorporated into the documents. G. Van Til would like to have the county included in the various stages of design so they can provide input on drainage designs. F. Stewart asked if INDOT can create easements that through an MOU would give the county authority to do what is needed for maintenance or tie-ins to the system in the years after the highway is complete.
14. B. Moran stated that he is in favor of noise walls. J. Earl said that a noise analysis will be done as a part of the tier II process and that if noise walls are found to be warranted that a public opinion phase would be the next step in determining if noise walls would be included in the project.
15. The project team will schedule a follow up meeting with the Lake County Surveyor's office after the drainage approach has progressed for further coordination and possibly a field visit.

The meeting concluded at approximately 11:30 am (Central)/12:30 pm (Eastern)

Attendees: (see attached Sign-In Sheet)

NIRPC Technical Coordination Meeting Agenda
Tuesday, May 21, 2013
2:00 p.m. - 3:30 p.m. (Central Time) @ NIRPC Office

Agenda Items:

1. Status update for Illiana Corridor Study
2. Coordination with NIRPC for Illiana
3. Technical information and/or support needed by NIRPC for Illiana
4. Air Quality Consultation Meeting
5. Next meeting

STAKEHOLDER MEETING SUMMARY

Northwestern Indiana Regional Planning Commission

Date: May 21, 2013

Time: 2:00 PM

Location: Northwestern Regional Planning Commission (NIRPC) Office

The purpose of the meeting was to continue the technical coordination process for considering the Illiana project as an amendment to the fiscally constrained NIRPC 2040 Comprehensive Regional Plan. Meeting attendees included Steve Strains, Bill Brown, and Kathy Luther from NIRPC, Jim Pinkerton from INDOT, Kent Ahrenholtz from DLZ, and Ed Leonard, Philip Roth, and Ron Shimizu from Parsons Brinckerhoff. The following items were discussed:

- Ron Shimizu distributed the revised March 8th meeting summary. A brief status update on the Illiana Corridor Study was provided. A new round of one-on-one stakeholder meetings is occurring. The project team recently met with Lowell, and the planner was very helpful. The last Land Use Technical Task Force meeting and CPT #3 meeting is scheduled for May 29th. Public Meeting #2 is scheduled for June 17 (in Lowell) and 18. An Illiana P3 Industry Forum is scheduled for June 24 and 25. Kathy Luther inquired who the target audience was for the forum. Contractors and investors are the primary target audience.
- Steve Strains asked about the Lowell stakeholder meeting. There are concerns from residents living near the corridor. They want to develop, but not too much. There was also a concern about Route 2. Ed Leonard said that overall build scenario growth with the Illiana project is about 10 persons per square mile. Steve Strains said that seems like manageable growth.
- The potential opportunity to connect Cedar Creek, Founders Creek and Cedar Lake was discussed, including maybe even a possible connection to West Creek was discussed.
- The mitigation and enhancement commitments made by the project will be described in the Tier Two Final EIS, including wildlife crossings, best management practices, etc.
- A discussion on public involvement coordination followed. A 45-day comment period is desired, with 30-days being the minimum comment period. The comment period would need to conclude at the end of September. Prior to the start of the comment period, it would be good to meet with communities outside of the corridor, such as the urban core communities, as well as with other organizations, such as the Northwest Indiana Federation of Interfaith Organizations, the Northwest Forum, the Gary Chamber of Commerce, Crossroads Chamber of Commerce, and Lake Shore Chamber of Commerce.
- NIRPC will have its certification review, with public meetings on June 18 and 19, with the preliminary report on June 20.
- The I-65 added travel lane (ATL) will also be part of the plan amendment.
- The amendment of the Illiana and I-65 ATL would be at the NIRPC Commission meeting during the third week of October. The NIRPC Transportation Policy Committee meets during the 2nd week of October. NIRPC staff review and summary of comments would occur starting around October 1.
- With regards to the congestion management process (CMP), Bill Brown said that the 2020 Plan was their best example (FHWA used as national example), and that he would provide it to the project team. It was agreed that at the June 11 NIRPC Transportation Policy Committee meeting, the project team would present the approach to the CMP for Illiana. At the following TPC meeting on

July 9, the results of the CMP analysis for Illiana would be presented. Documentation of the CMP would be provided to NIRPC in early August.

- Regarding the air quality conformity analysis, NIRPC will be completing a new conformity determination for their plan and TIP in July. Bill Brown anticipated that the new SIP budgets would be approved on July 15, which is just after the comment period closes. Michael Leslie of USEPA is the contact. Bill Brown will provide the conformity runs just completed by NIRPC. He ran 2015, 2020, 2025, 2030, and 2040 years. The Illiana is expected to open in 2018, so 2015 would not be needed for conformity. A build population and employment forecast will be needed and will be developed based on the differences of the Illiana build versus no build forecasts applied to the adopted NIRPC forecasts.
- For environmental justice, Bill Brown said that he could provide origin and destination zones representing low income and minority populations, and potential destinations, such as job centers, schools, and hospitals, used from the 2040 CRP EJ analysis. The difference in travel time skims would then be obtained to determine how the project affects accessibility of the EJ communities.
- The project team is working on analyzing the financial aspects of the Illiana. They hope to get good input from the industry at the P3 Forum that will be held in June, with the governors of both states opening the forum.
- The next meeting was planned for June 11th after the TPC meeting at approximately 10:30 a.m.

The meeting concluded at approximately 3:30 PM.

cc: Steve Strains - NIRPC
Bill Brown – NIRPC
Kathy Luther – NIRPC
Jim Earl - INDOT
Jim Pinkerton – INDOT
Steve Schilke – IDOT
Kent Ahrenholtz – DLZ
Ed Leonard – PB
Philip Roth – PB
Ron Shimizu – PB

Stakeholder Meeting Agenda CenterPoint Properties

May 29, 2013, 10:00 AM

1. Introductions
2. Illiana Questionnaires/Indirect and Cumulative Impacts Questions
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Other Items



Illiana Corridor Phase I Study

STAKEHOLDER MEETING SUMMARY CenterPoint Properties, Oak Brook, IL

Date: May 29, 2013
Time: 10:00 – 11:00 AM
Location: Via Phone

The primary purpose of the meeting was to discuss topics related to the indirect and cumulative impacts analysis.

- Allan started the meeting with a description of the Indirect and Cumulative Impacts analysis.
- CenterPoint then described its intermodal centers and operations, the largest and closest to the Illiana project is in Elwood, IL. CenterPoint has 6,500 acres of tenant space, each with a Class I intermodal facility. A logistics park surrounds all the facilities and has the capacity to house 36 million square feet of warehousing and 500 acres of container storage. Ultimately, CenterPoint will have the capacity to be the 3rd largest inland port in the United States. Shipments come in from the west coast and are distributed through the park's distribution centers and at the same time are temporarily stored at the container yards. Major customers include Home Depot and Wal-Mart. Shipments out include agricultural products from the region. Currently, the park employs approximately 10,000 people at their Elwood and Joliet facilities, including trucking jobs (27,000 new jobs are expected with final build-out). Current development is equal to approximately 11.5 million square feet.
- Traffic uses Arsenal Road, Baseline Road IL-55, and then eventually to other expressways such as I-80. The intermodal facilities operate on a 24-hour a day schedule, but peak traffic flows seem to be mid-morning and mid-afternoon.
- There are overweight restrictions on certain roads prohibiting certain truck traffic. Manhattan Road currently has a non-truck route restriction. At the Joliet facilities, trucks are prohibited from making certain turning movements. There are also non-truck routes at Elwood. Schweitzer Road, east of the railroad tracks is a non-truck route.
- CenterPoint hasn't seen much ancillary development around the intermodal centers. Any ancillary development is primarily restaurants and fueling facilities.
- CenterPoint thinks that a new Illiana interchange at IL-53 would greatly benefit the park. Increasing access and reducing traffic congestion will drive volumes (of product) shipped to the Intermodal Center. Congestion is a concern for the Chicago market.
- Ed described the IL-53 interchange options that are being considered.
- CenterPoint believes that the Illiana project will generate more demand for future intermodal development in the area. This is beneficial to the area, particularly for job growth. Most employees that work in the park live within approximately 50 miles.
- CenterPoint does not anticipate intermodal activity south of Wilmington due to the massive size of the existing intermodal facilities. It is not ideal to locate these large facilities right next to one another. Additional intermodal activity near Beecher or Crete may be a possibility/opportunity. Intermodal development probably won't extend into Kankakee County.

The meeting concluded at approximately 11:00 AM

Attendees (by phone):
CenterPoint Properties

Comment [d1]: Need to confirm CenterPoint Properties participants with Jamy.



**Illiana Corridor
Phase I Study**

Ed Leonard, PB
Jamy Lyne, PB
Caroline Ducas, PB
Allan Hodges, PB

Stakeholder Meeting Agenda

Will County Center for Economic Development

May 29, 2013, 8:00 AM

1. Introductions
2. Illiana Questionnaires/Indirect and Cumulative Impacts Questions
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Other Items



201 W. Center Court
Schaumburg, Illinois 60196

100 N Senate Avenue, #N642
Indianapolis, Indiana 46204

MEETING SIGN-IN SHEET

Date: May 29, 2013
Location: ASIP Local 150 Wilmington IL
Purpose: Stakeholder Meeting - Will Co. CED

Name	Representing	Email Address
1. Rick Powell	PARSONS BRINCKERHOFF powellr@pbw.com	powellr@pbworld.com
2.		
3. Allen Hodges	PARSONS BRINCKERHOFF	
4. Jany Lyne	" "	
5. Cordine Ducas	" "	
6. Ed Leonard	" "	leonarde@pbworld.com
7. Steve Schilke	DOT	
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		



INDIANA DEPARTMENT OF TRANSPORTATION



Illiana Corridor Phase I Study

Meeting Summary

Will County Center for Economic Development

Date: May 29, 2013

Time: 8:00 AM CDT

Location: Local 150 ASIP Training Center, Wilmington, IL

A stakeholder meeting was held to gather information to assist in the preparation of Indirect and Cumulative Impacts for the Illiana Corridor Tier Two Draft EIS, and to update the Will County EDC and gather information on the current status of the Illiana project. K. Kukielka and R. Powell gave a brief status update on the Illiana project including corridor alignment and interchange locations, including the forthcoming P3 forum.

(I&C interview omitted)

The following items were discussed:

- The land use planning for the I-355 corridor should be a template for what is done with Illiana. J. Greuling explained that Bolingbrook was able to control its land uses at the Boughton Road interchange, instead of allowing the first developers to come in with incompatible uses,
- The example of tolled E-470 in Denver diverting traffic off the non-tolled I-25 corridor could be used to explain what the Illiana may do with the I-80/94 corridor.
- The proposed and existing intermodal sites were reviewed, including Centerpoint's Joliet, Elwood and Crete facilities and Ridge Properties' Ridgeport development.
- The Will County EDC supports an IL 53 interchange location directly on IL 53 as the most direct connection to the Illiana from the intermodals. The EDC was also informed of other potential interchange locations at Cedar and IL 50 that were not included in Tier One.

The meeting concluded at approximately 9:00 AM CDT.

Attendees: See attached

Remote Attendees: None



201 W. Center Court
Schaumburg, Illinois 60196

100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204

MEETING SIGN-IN SHEET

Date: May 30, 2013

Location: Will Co Atrium

Purpose: Will Co Farm Bureau Mtg.

Name	Representing	Email Address
1. <u>Mark Schneidewind</u>	<u>Parsons Brinckerhoff</u>	<u>powellw@pbworld.com</u>
2. <u>Mark Schneidewind</u>	<u>Will Co Farm Bureau</u>	<u>mark@willcfb.com</u>
3. <u>Roger Bettenhausen</u>	<u>Will County Farm Bureau</u>	<u>roger.bettenhausen@gmail.com</u>
4. <u>Michael E. Quigley</u>	<u>Will County Farm Bureau</u>	<u>quigley.me7335@aol.com</u>
5. <u>JIM ROBBINS</u>	<u>Will Co. Farm Bureau</u>	<u>JIMROBBINS@URBAN.com.NET</u>
6. <u>Tom Nugent</u>	<u>Will Co Farm Bureau</u>	<u>Tom Nugent Farm @ G mail</u>
7. <u>Sean LeDien</u>	<u>HR Green</u>	<u>sladien@HRCGREEN.com</u>
8. <u>Katie Kukiela</u>	<u>IDOT</u>	<u>katie.kukiela@illinois.gov</u>
9. <u>Ogella</u>	<u>WCFB - WC Dist 1</u>	<u>jowc61@hotmail.com</u>
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		



Illiana Corridor Phase I Study

Meeting Summary Will County Farm Bureau

Date: May 30, 2013

Time: 8:00 AM CDT

Location: Will County Fair Atrium, Peotone, IL

A stakeholder meeting was held to gather information to assist in the preparation of Indirect and Cumulative Impacts for the Illiana Corridor Tier Two Draft EIS, and to update the Will County Farm Bureau (WCFB) and gather information on the current status of the Illiana project. S. Schilke gave a brief status update on the Illiana project including corridor alignment and interchange locations, including the forthcoming P3 forum.

The following items were discussed:

- J. Ogalla questioned how the WCFB can be assured that road closures and other items will be done as agreed to. R. Powell and S. Schilke explained the P3 agreement will be lengthy and have stipulations such as these that can be enforced if not complied with by the P3 developer.
- The list of road closures was gone over and reviewed by location. WCFB may issue an official response to the road closures, but the meeting serves as a preliminary discussion of the position WCFB may take.
- IL 53 was favored for a direct connection, but WCFB is aware of the historical significance of former Alt Route 66.
- Symerton Road is seen as favored over a Commercial Street extension from Martin Long to Warner Bridge, or reopening Martin Long as a grade separation.
- There is concern about the John Merti property near where Wilton Center interchange. He has 80 acres and appears to be landlocked. Also several properties near the Wilmington Peotone road crossing – Spangler, Butch Dyke, Jim Begley were mentioned. It appears 6 farm parcels need access in the area.
- An updated roll map was requested within 1 week – they are having a board meeting.
- WCFB favors the decision to keep Kedzie open; between Ridgeland and Egyptian Trail, Ridgeland seems favored to keep open; IDOT is still waiting on Will Township to address its position on Egyptian Trail open/closed status.
- Cottage Grove Ave. was discussed as a potential open location.
- Protocol for entry was discussed; not aware of any issues with biosecurity protocols. Some people are not being given 48 hours notice. S. Schilke stated IDOT tries to provide notice where possible.
- Consider the use of infrared technology to identify field tile locations. Will County GIS may have some information that can be used.
- M. Schneidewind had a question regarding who maintains overhead bridges installed across the Illiana Corridor. R. Powell explained that, on the interstate system, the local jurisdictions maintain the approach roadway after it is built, just as they would when the road was level. Normal maintenance, such as snow plowing and debris removal, is also performed on the bridge by the local agency. Bridge repairs, rehabilitation and replacement are the responsibility of the



Illiana Corridor Phase I Study

state. The P3 agreement will need to spell out the specific arrangement but it is anticipated to mirror the interstate bridge arrangement.

- The Will-South Cook SCS will have input on drainage issues.
- T. Nugent commented on pipelines' recent easement acquisitions in the area and stated they were paying \$40k an acre, and that should be the standard for Illiana because partial acquisitions, not "voluntary" in nature, changing the nature of the remainder of the land, are similar between what the pipelines did and what Illiana will do when the land is acquired. S. Schilke and R. Powell explained the federal rules by which the state appraises properties. Some WCFB members indicated a legislative initiative may be needed to address their desired valuation of properties.

The meeting concluded at approximately 11:00 AM CDT.

Attendees: See attached

Remote Attendees: None.

STAKEHOLDER MEETING SUMMARY

Chicago Metropolitan Agency for Planning

Date: June 3, 2013

Time: 9:00 AM

Location: Chicago Metropolitan Agency for Planning (CMAP) Office

The purpose of the meeting was to review IDOT's draft presentation to the CMAP Transportation Committee meeting on why the Illiana project should be amended into the fiscally constrained CMAP GO TO 2040 Plan. A meeting attendance sheet is attached. The participants reviewed the draft presentation slide by slide. General comments included:

- Include GO TO 2040 Adoption in History of Illiana slide
- Simplify transportation need slide
- Eliminate Tier One Corridor Alternatives slide
- Eliminate Tier Two Alignment Locations & Tier Two EIS Studies slides
- Simplify Status In Go TO 2040 Plan & Proposed Amendment to GO TO 2040 Plan slides
- Simplify and consolidate Regional Mobility slides on Invest Strategically in Transportation
- Switch positions of first two Regional Mobility slides on Create a More Efficient Freight Network
- Address land use planning in terms of consistency with local plans
- Eliminate Livable Community slide with population change figure
- Remove Expand and Improve Parks & Open Space form Livable Communities Manage & Conserve Water & Energy Resources slide
- Remove IDOT training programs in Human Capital slide
- Revise Next Steps

The meeting concluded at approximately 11:20 AM.

cc: Kermit Wies – CMAP
Jesse Elam – CMAP
Pete Harmet – IDOT
Steve Schilke – IDOT
Katie Kukiela – IDOT
Ed Leonard – PB
Ron Shimizu (by phone) – PB

NIRPC Environmental Management Policy Committee

June 6, 2013

Tier Two



Agenda



- Alternatives to be Carried Forward
- Environmental Mitigation
- Public Involvement Update
- P3 Activities
- Next Steps

Alternatives To be Carried Forward

Tier Two



B3 Environmental Footprint

Tier Two

Tier One Footprint

- Best Available GIS Data for avoidance and impact evaluation
- Standardized 400' Wide corridor with conceptual interchange Layouts
- Side Roads not included in footprints

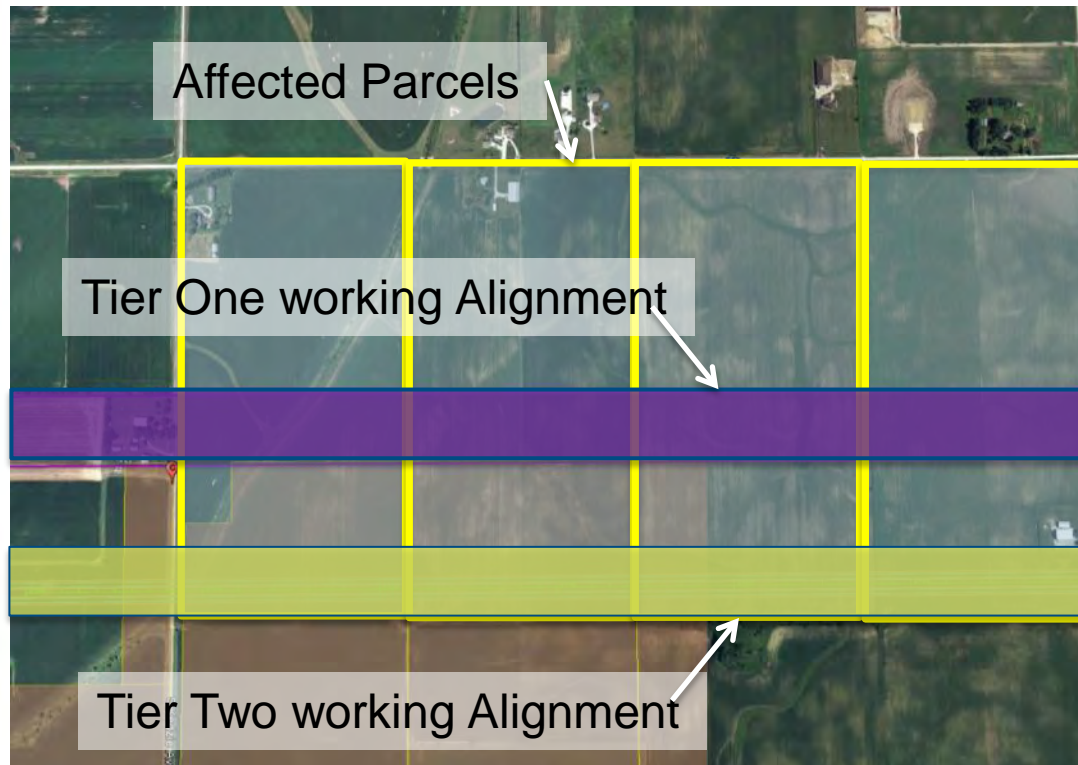
Tier Two Footprint

- Utilize Environmental Field Survey for avoidance and impact evaluation
- Includes Design Footprints for Interchanges and Side Roads
- Includes Design Footprints for Mainline
- Includes application of detention/treatment opportunity areas
- Includes access roads to land locked parcels

Tier One Footprint

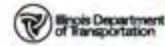
Tier Two Footprint

Concept Revisions Reduce Farm Severances



- A 300 acre reduction in severances was possible by shifting the alignment 800' south for ten 80 acre parcels
- Over 25 large parcels have significant reductions in severance due to alignment adjustments

Interchange Analysis



- Initially locate at state highways
- State highways generally offer compatible traffic function and land use for interchanges
- State highways are necessary truck route connections
- 2 new interchanges considered in Tier Two
 - CH 43 / Wilton Center Road
 - IL-50
- New interchanges may be deferred to future when demand or land use develops
- Alternatives Evaluated based on
 - Impact evaluation
 - Safety
 - Traffic Operations
 - Stakeholder Input
 - Constructability

Design Options at Interchanges

Tier Two

■ Interchanges Under Consideration

- I-65 Full system interchange
- SR-55 Tight diamond
- US-41
- IL-1 (Dixie Hwy) diamond interchange
- IL-50
 - No interchange
 - Modified parclo interchange
- I-57 Full system Interchange
- US-45/52 Diamond interchange
- County Highway 43 (New Interchange through stakeholder input)
 - Emergency access
 - Full interchange (recommended to be carried forward)
- IL-53 (Multiple options to be carried forward)
 - No interchange
 - Offset interchange (two concepts)
 - Interchange on IL-53
- I-55 Full system interchange with local access to IL-129

Local Road Connectivity



- ***Economic Considerations***
- ***Emergency and School Routes***
- ***Landowner Access***
- ***Future Land Use***
- ***Stakeholder Involvement***
 - Local Officials
 - Emergency Services
 - School Districts
 - Farm Operations
 - Local Road Agencies

RESULT: Many crossroad overpasses have been added

Tier Two

Illinois Department of Transportation



Road Connectivity

Tier Two



Draft Road Connectivity Proposal

Legend

- Freeways
- Highways
- ◆ Interstate Interchange
- ◆ Interchange
- Route if Road is Closed
- Proposed Frontage Road
- South Suburban Airport (Inaugural)
- South Suburban Airport (Ultimate)
- Natural Areas
- River, Stream and Lake
- Local Road
- Railroad
- County Line
- Map Match Line

* Crossroad connectivity is currently under evaluation and is subject to change through the Tier 2 process.

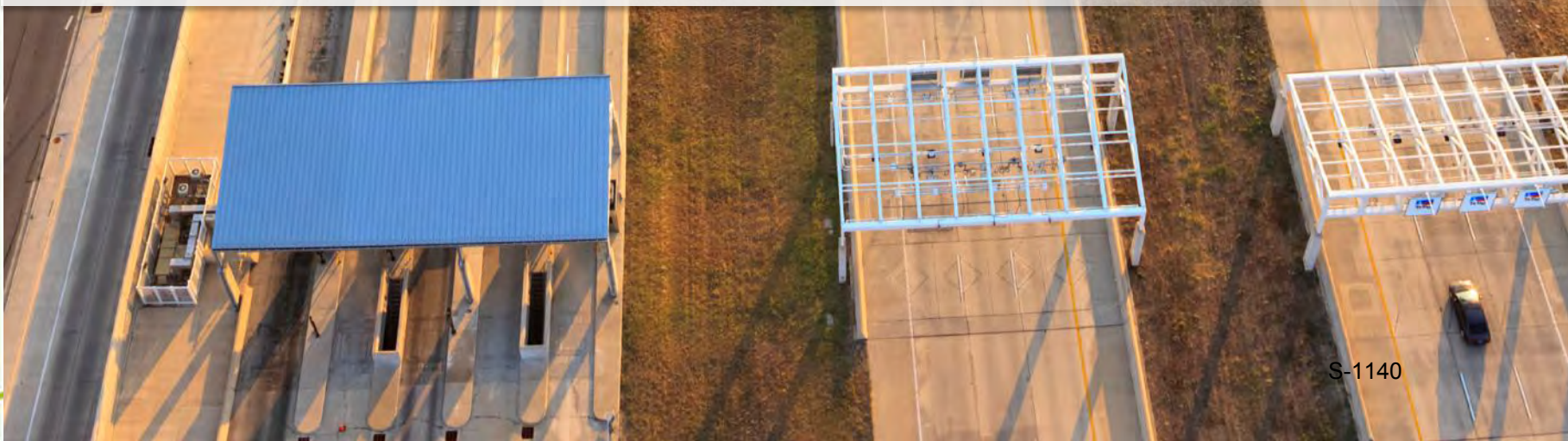


Tolling and Non-Tolling



Single Tolled Scenario is recommended for impact and travel performance analysis

- The DEIS will evaluate the travel performance and impacts based on a single tolled traffic retention analysis.
- Sensitivity analysis will be performed on the effects of tolling rates on traffic volumes.

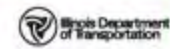


Environmental Mitigation

Tier Two

Tier Two EIS Studies

Tier Two



- Social/Economic
- Indirect & Cumulative Impacts
- Agricultural
- Cultural (historic/arch.)
- Air Quality
- Noise
- Energy
- Natural Resources
- Flood Plains
- Water Quality/Resources
- Environmental Justice
- Wetlands
- Special Waste
- Special Lands
- Permits/ Certifications
- Other Issues

Sequencing of environmental mitigation:

- Avoiding the impact altogether
- If avoidance is not feasible, Minimize the impact by limiting the degree or magnitude of the action
- Mitigating for the impact by replacing or providing substitute resources or environments

2013 Field Studies



- Indiana Bat
- Eastern Prairie Fringed Orchid
- Griesel Ditch & Bryant Ditch (IN) scheduled for aquatic resource surveys
- Summer Aquatic Macro-Invertebrate
- Fish and Mussel “spot checks”
- Spring Water Quality sampling
- Sample Plot Tree Study

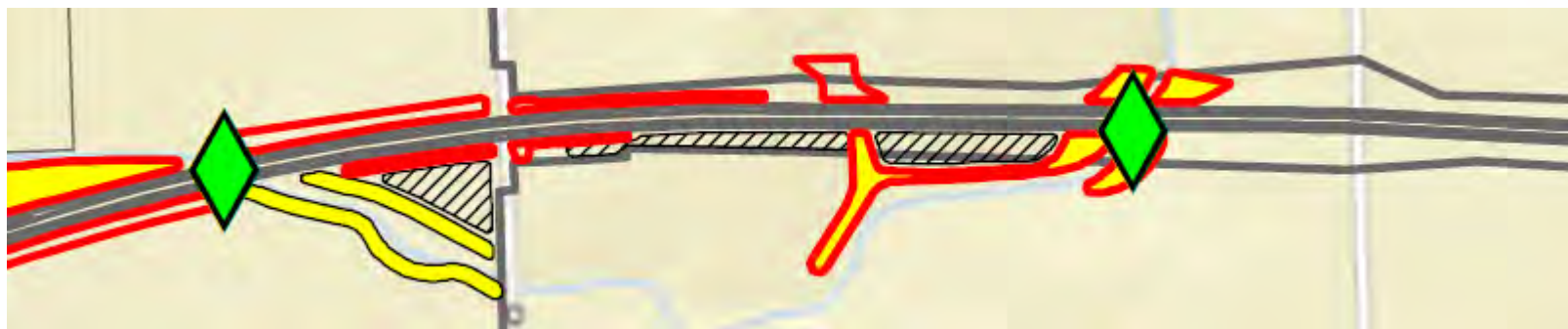


Sustainability Approach

Tier Two



Opportunity Area Example



Legend

-  Water Quality Best Management Practices
-  Prairie or Forest Restoration/Enhancement
-  Wetland/Riparian Buffer
-  Proposed Right-of-Way
-  Wildlife Crossing

BMP Opportunity Area Treatment Types

Tier Two





Legend




Water Quality Best Management Practices (BMP)

-  BMP Swale-Basin
-  BMP Swale
-  BMP Infiltration

Wetland/Riparian Buffer

-  Riparian Buffer WQ BMP
-  Wetland Water Quality (WQ) BMP

Prairie or Forest Restoration/Enhancement

-  Forest Restoration or Enhancement
-  Prairie WQ BMP
-  Prairie Restoration



Wildlife Crossing



Edge of Pavement

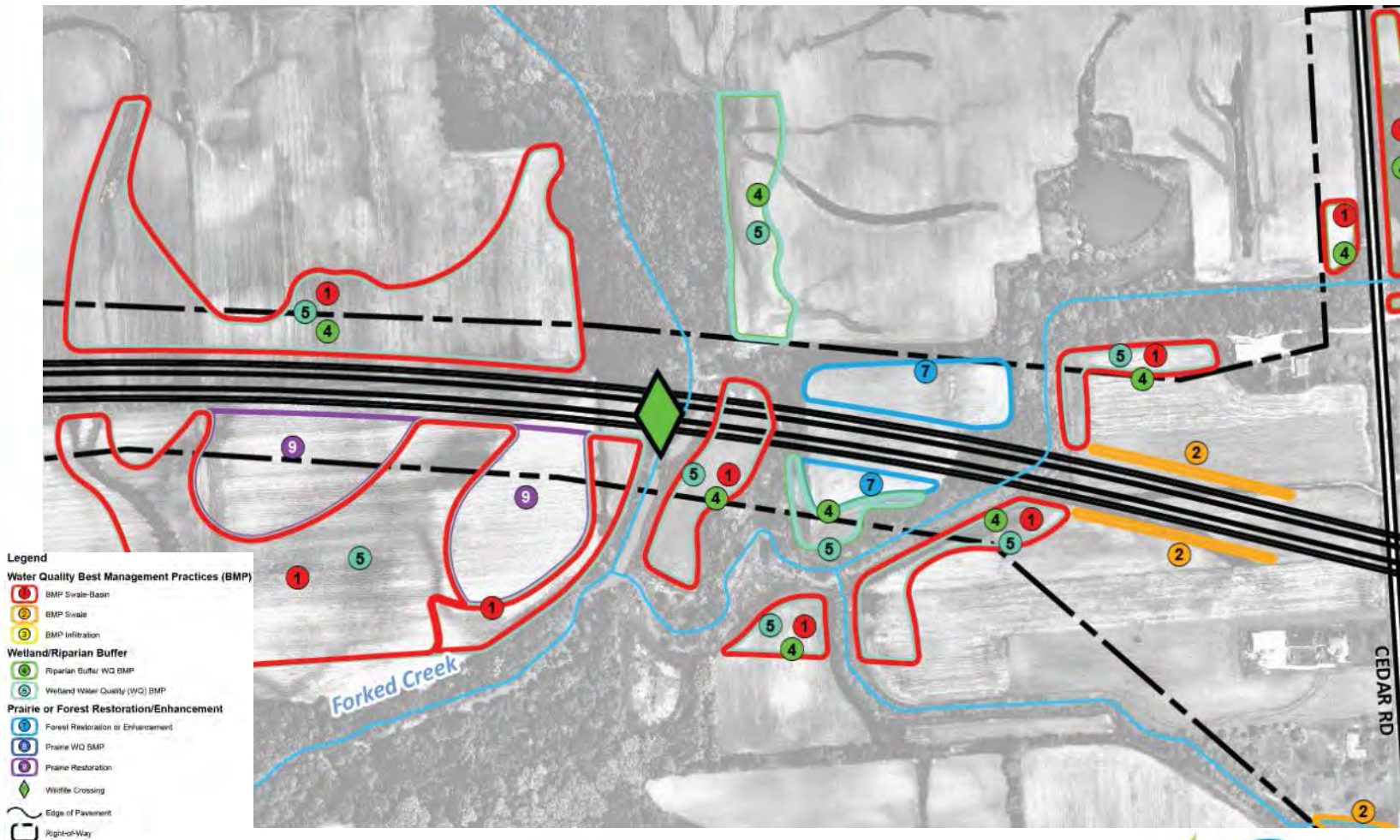


Right-of-Way

BMP Opportunity Areas

- Forked Creek, IL

Tier Two



BMP Opportunity Areas



Tier Two



• Cedar Creek, IN



BMP Example



Tier Two

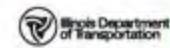
Naturalized Stormwater Management Facilities



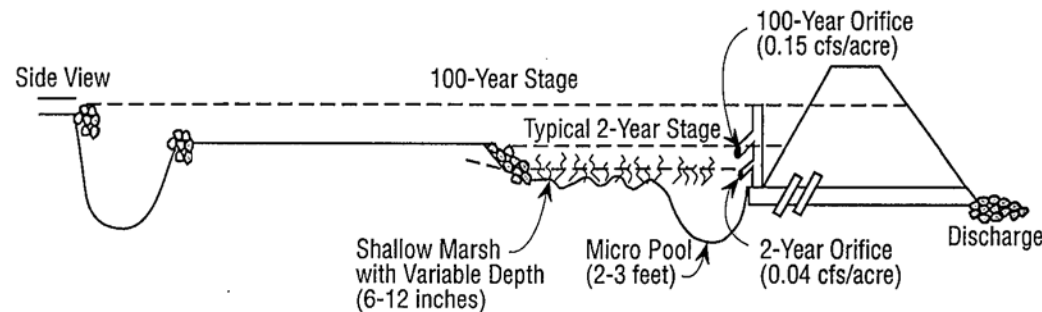
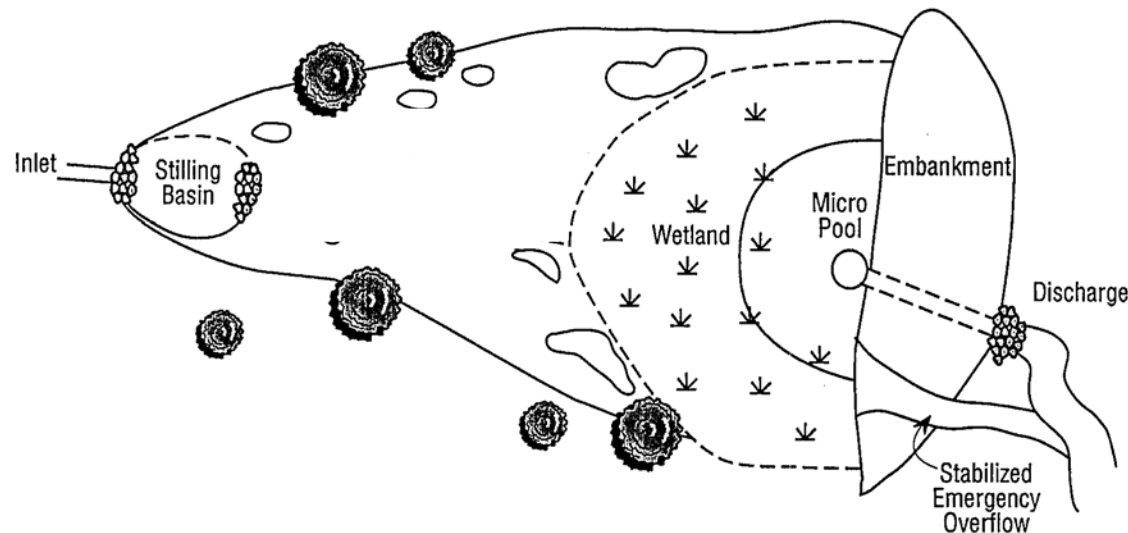
Unit
Mac

Water Quality Wetland Detention Pond

Tier Two



Typical Water Quality Wetland/Detention Pond



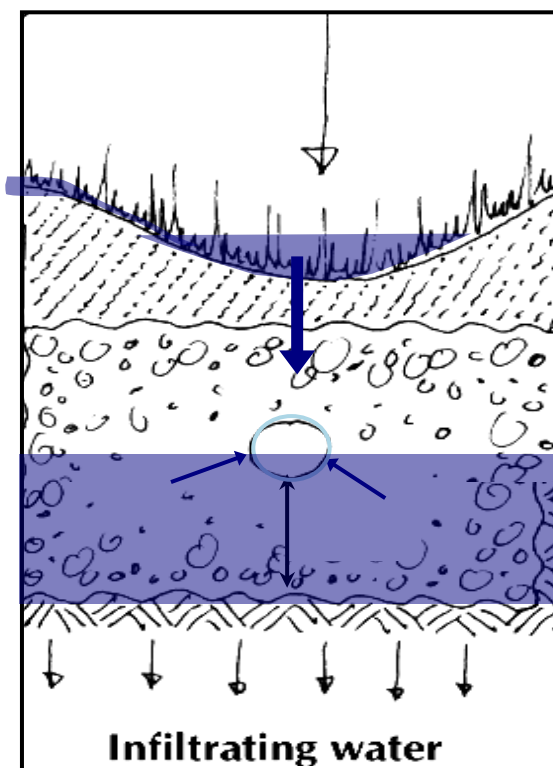
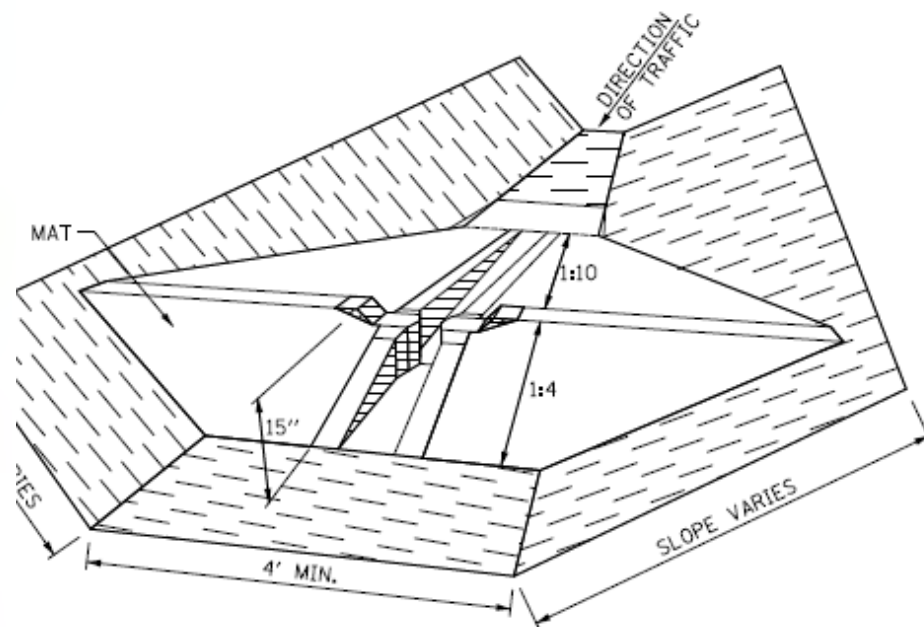
5.4 Detention Basins
Page 21

Bioswale

Tier Two

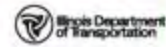


- Bioswales can be installed within swale and ditch lines to promote filtration and nutrient uptake.

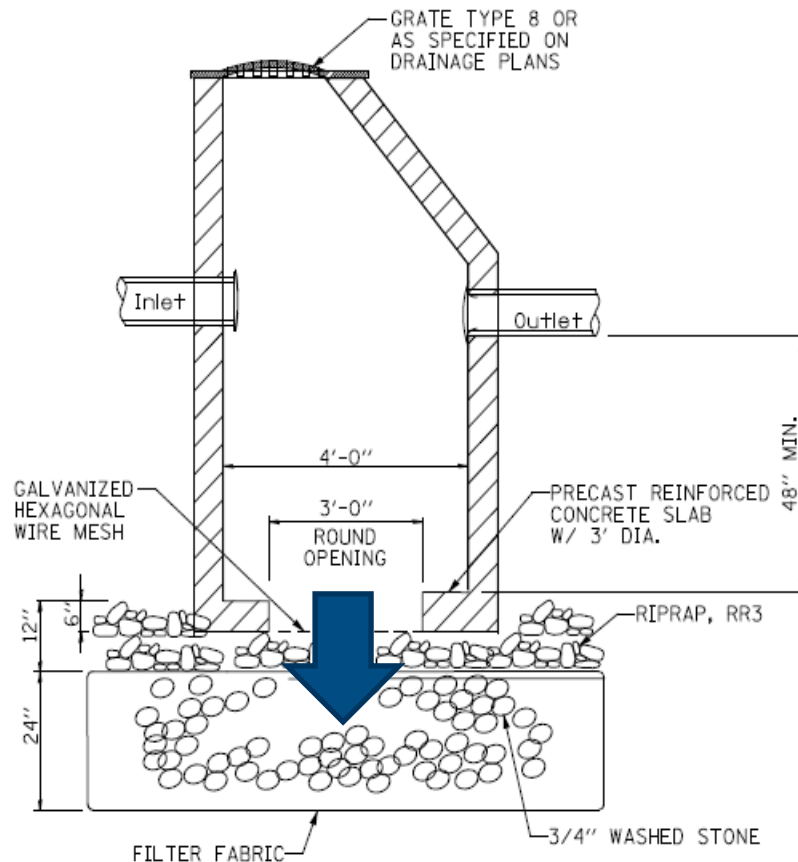


Infiltration Catch Basins

Tier Two



- Manholes are designed with leaky bottoms to promote infiltration



INFILTRATION CATCH BASIN DETAIL

Public Involvement Update

Tier Two



Landowner Meetings: What Did We Hear?

- Opinions on road closures
- Access impacts
- Impacts if partial property is acquired
- Locations of field tiles, well and septic
- Information on wetlands and flow of water
- Noise and visual impacts
- Land acquisition process



- ✓ *Happy we involved them in the process and asked their opinions*
- ✓ *Sincere in the approach to the meetings*

One-on-One Stakeholder Meetings

Tier Two

Illinois Department
of Transportation



What did we hear?

- Location of interchanges
- Keeping roads open in certain areas
- Swapping “road kept open” locations
- Adding locations of roads kept open
- Frontage roads or relocated roads

Second round – May/June 2013

- Gather info on Indirect & Cumulative Impacts
- Further local issues coordination

P3 Activities

Tier Two



P3 Development Steps







Evaluate
Commercial
Options

Procurement
Process

Overall Illiana Corridor Schedule



	2012				2013				2014				2015				2016	
Tier 1 NEPA					<i>Completed January 2013</i>													
Tier 2 NEPA									<i>Anticipated March 2014</i>									
ROW Acquisition/Utility																		
P3 Procurement Process																		

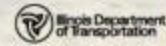


Next Steps

Tier Two

Next Steps

Tier Two



Public Meeting #2

- *June 17- Lowell Middle School*
- *June 18 – Peotone High School*

P3 Industry Forum

- *June 24-25, Rosemont*

CMAP Transportation Committee

June 7, 2013

Tier Two



Presentation Agenda



Tier Two



- **Project overview**
- **Status in GO TO 2040 Plan**
- **Consistency with GO TO 2040 Plan**
- **Next Steps**

Project Overview

Tier Two

History of Illiana

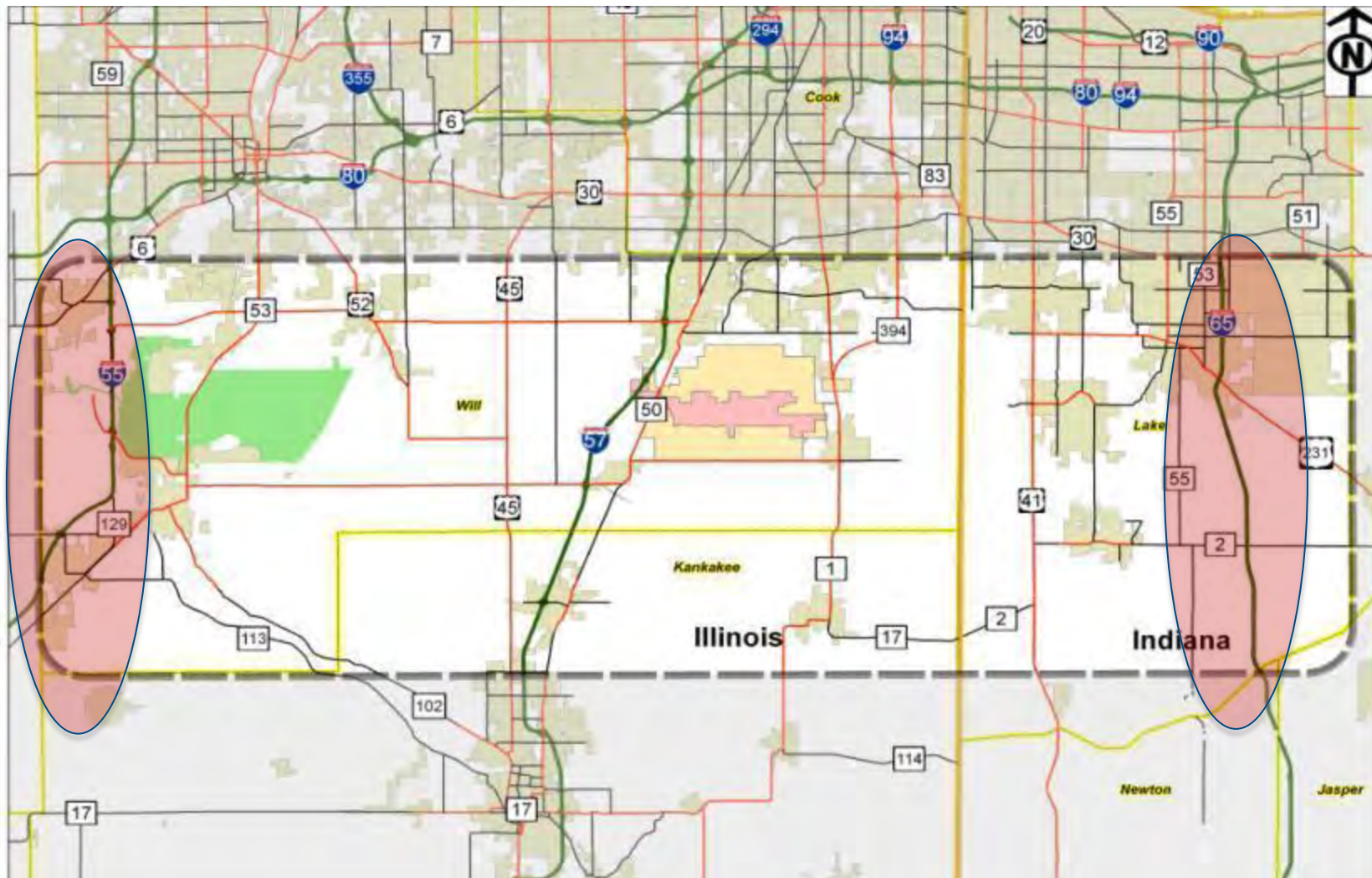


- 1909 Plan of Chicago recommended an “outer encircling highway”
- Decades of strong regional & local support
- Governors Quinn & Daniels signed MOA in June 2010
- Both states passed P3 legislation for Illiana in 2010
- IDOT-INDOT Illiana Corridor Study initiated in April 2011



Study Area

Tier Two

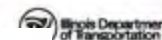


- 950 square miles – about the size of Rhode Island
- Parts of Will (IL), Kankakee (IL) and Lake (IN) counties

Study Process



Tier Two



Tier One

STAKEHOLDER INVOLVEMENT

*Identify
Transportation
Needs*

*Develop & Evaluate
Alternatives for
All Modes*

*Select
Preferred
Alternative*

COMPLETED TIER ONE FEIS/ROD JANUARY 2013

Tier Two

STAKEHOLDER INVOLVEMENT

**Detailed Engineering and Environmental
Studies of Preferred Alternative**

**COMPLETION TIER TWO FEIS/ROD
WINTER/EARLY SPRING 2014**



Extensive Stakeholder Involvement



Bi-State Context Sensitive Solutions Process

- Corridor Planning Group Meetings (12)
- Land Use Technical Task Force Meetings (3)
- Public Meetings (4 rounds)
- Tier One DEIS Public Hearing (1 round)
- Landowner Meetings (5)
- One-on-One Meetings with Local Jurisdictions, Agencies, Organizations, Interest Groups (200)
- IllianaCorridor.org website (90,000 unique visitors)



Tier One Transportation System Performance Report

Tier Two



For the Illiana Study Area:

- Lack of continuous & multi-lane east-west roads
- Population growth of 400,000 and employment growth of 200,000 by 2040
- Vehicle trips will increase by 126% by 2040 resulting in increased congestion
- I-80 congested & assumed at full build out
- National truck freight increasing
- 47,000 daily intermodal truck trips by 2040
- Truck trips will increase by 193% by 2040



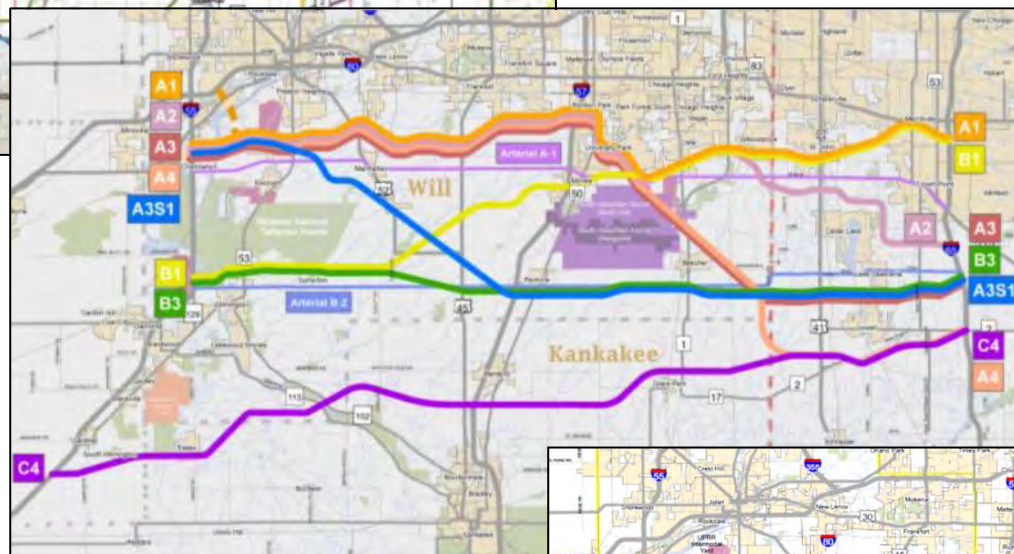
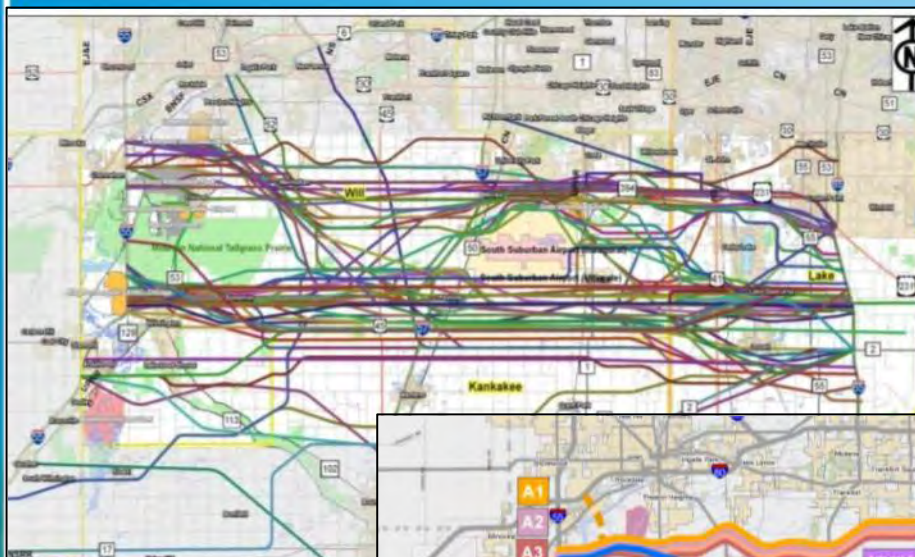
S-1167

Tier One Corridor Alternatives

Tier Two



Alternatives Workshop Ideas



Initial Alternatives

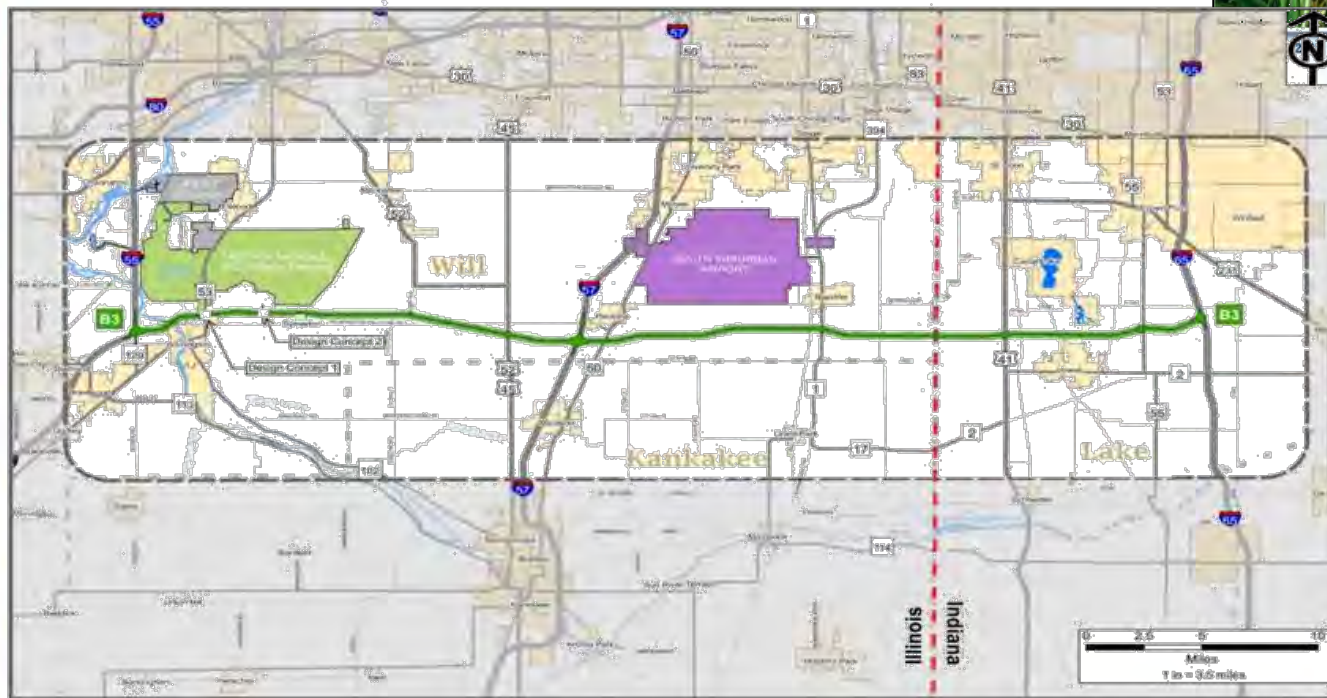
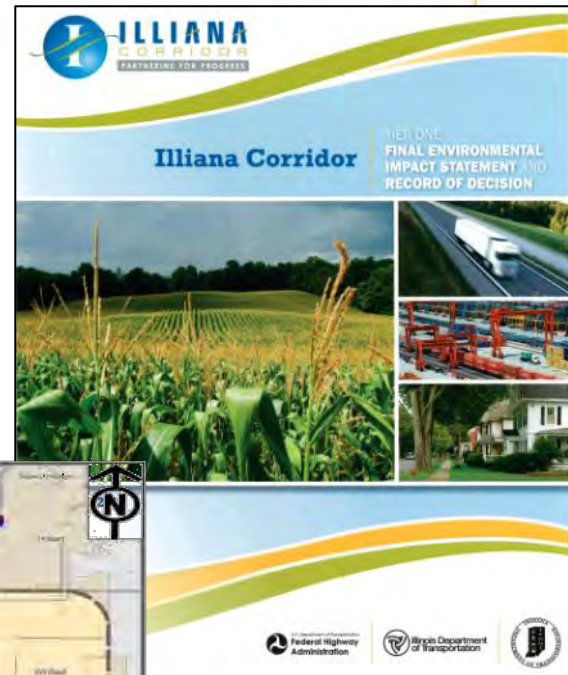
Tier One DEIS Alternatives



Tier One Final Environmental Impact Statement / ROD



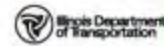
- Preferred Corridor Recommendation of B3 and No Action Alternative to be studied in Tier Two



First combined
FEIS/ROD
issued in
country under
new MAP-21
streamlining
provisions

Tier Two: Alignment Location

Tier Two



Determine Best 400' Alignment Using the 2,000' Corridor

- Coordinate with landowners for access
- Understand farm operations
- Coordinate with schools, emergency services providers
- Locate interchanges
- Road closure studies

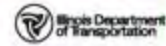
- Alignment location will move
- Actual alignment will be determined Fall 2013

400' Working Alignment Footprint
within 2000' Planning Corridor



Tier Two EIS Studies

Tier Two



- Social/Economic
- Indirect & Cumulative Impacts
- Agricultural
- Cultural (historic/arch.)
- Air Quality
- Noise
- Energy
- Natural Resources
- Flood Plains
- Water Quality/Resources
- Environmental Justice
- Wetlands
- Special Waste
- Special Lands
- Permits/ Certifications
- Other Issues

Sequencing of environmental mitigation:

- Avoiding the impact altogether
- If avoidance is not feasible, Minimize the impact by limiting the degree or magnitude of the action
- Mitigating for the impact by replacing or providing substitute resources or environments

Status in GO TO 2040 Plan

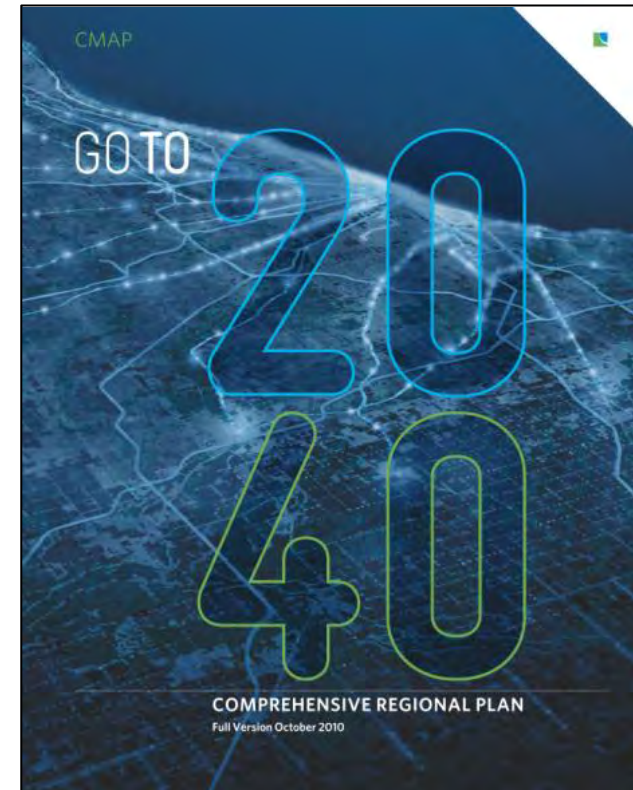
Tier Two



Status in GO TO 2040 Plan



- GO TO 2040 Plan references & supports funding for the Phase I engineering in the fiscally constrained project list
- Construction cost for Illiana Corridor is in the fiscally unconstrained project list
- Plan “supports initiating Phase 1 engineering for the project in order to narrow the scope to a few feasible alternatives, and recommends that these activities begin as a high priority.”



S-1173

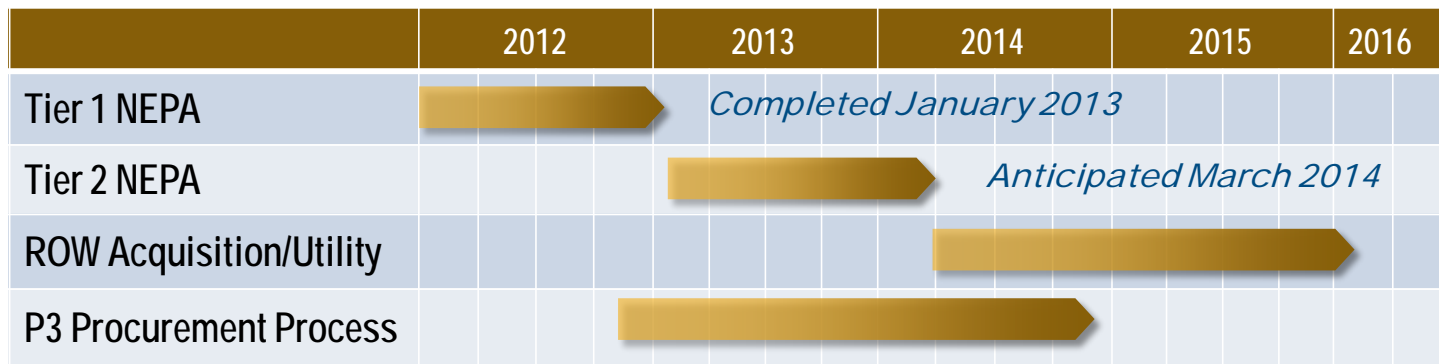
Proposed Amendment to GO TO 2040 Plan



Tier Two



- Due to the accelerated project schedule, IDOT has requested a plan amendment, rather than waiting for the quadrennial update of the plan, scheduled for October 2014
- In order to receive a federal Record of Decision (ROD) for the Tier Two EIS, the project must be included in the region's fiscally constrained long-range transportation plan
- IDOT has requested amending the long-range transportation plan at the October 2013 MPO Policy Committee meeting



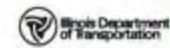
Consistency with GO TO 2040 Plan

Tier Two



Consistency with GO TO 2040

Tier Two



- Four Key Principles
 - Regional Mobility
 - Livable Communities
 - Human Capital
 - Efficient Governance

■ Invest Strategically in Transportation

- GO TO 2040 cites the need to “develop innovative financing to support a world-class transportation system for this century”
 - “Pursuing public-private partnerships, as appropriate”
 - “Focus of PPPs should be on funding transportation improvements”
- Illiana project is currently developing financial plan that describes:
 - Construction cost estimated at \$1.3B , of which approximately \$950M will be Illinois share.
 - Funding & financing
 - Illinois Expressway Act (Public Act 096-0913) & Indiana Senate Enrolled Act No. 382 enable P3s for Illiana project
 - International industry forum, “Partnering for Progress: Financing through Public-Private Partnerships for the Illiana Corridor Project in Will County, IL and Lake County, IN” on June 24 & 25 in Rosemont



■ Invest Strategically in Transportation (cont.)

- Funding & financing (cont.)
 - Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) application being prepared for Illiana project
 - Illiana Tier Two EIS will recommend a tolled scenario. Toll rates, schedules & policies are anticipated to be part of concessionaire negotiation.
 - Expected range of toll revenue & financing cost scenarios anticipated to result in a substantial portion of the construction costs to be covered
 - P3 procurement process requires confidentiality of financial details, including toll revenues
 - IDOT will re-program funding in their multi-year program to cover the funding gap – nature of re-programming will depend on concessionaire agreement type & terms
 - Currently, \$92.3M included in IDOT FY2014-2019 Proposed Multi-Modal Transportation Improvement Program, including \$70M for land acquisition



- Invest Strategically in Transportation (cont.)
 - GO TO 2040 says the “costs of congestion are real and serious, and include lost time and fuel, decreased productivity, inefficient freight movements, and pollution.”
 - Illiana project addresses the costs of congestion:
 - Savings of 3.4 million vehicle hours of travel annually in 2040
 - Increased productivity estimated at \$3.9 billion in long-term (2018-2048) & \$1.4 billion in short-term (2013-2018)
 - Savings of 900,000 truck hours of travel annually in 2040 & savings of 46 million truck miles of travel annually in 2040 on arterial roads in the Study Area
 - Decreased regional congestion results in reduced VOCs (ozone precursor) and vehicle energy savings



- Invest Strategically in Transportation (cont.)
 - GO TO 2040 says to use “criteria to measure the performance of projects”
 - Illiana project addresses project evaluation criteria:
 - Economic Development: increase in long-term (2018-2040) jobs of 28,218 jobs & short-term (2013-2018) jobs of 9,100 jobs (in job years)
 - Jobs-Housing Access: increase of 18,000 jobs accessible to Study Area within 30 minutes of travel
 - Cost: estimated at \$1.3 billion (YOE) of which Illinois share is \$950 million [GO TO 2040 estimate was \$2.87 billion in 2009\$]
 - Connectivity: provides major east-west highway improvement & connects major north-south routes in southern portion of region



- Invest Strategically in Transportation (cont.)
 - Illiana project addresses project evaluation criteria (cont.):
 - Safety: arterials have approximately 4 times the crash rate of freeways & with diversion to Illiana, a reduction of 640 crashes annually in 2040 are expected.
 - Bicycle & Pedestrian Accommodation: Illiana Corridor Study is facilitating potential trail concepts that link to existing & planned trails and access to recreation facilities
 - Consistency with Sub-Regional Plans: Illiana project is in Will County's LRTP. Support for project by municipalities. Illiana Corridor Study is facilitating land use planning for corridor. IDOT expected to provide planning grant for land use planning to Will County and affected municipalities



■ Increase Commitment to Public Transit

- GO TO 2040 says that the region's transit system should be strengthened through ... "supportive land use planning, make small-scale infrastructure investments, and provide other local support to make transit work better"
- Illiana project is facilitating transit through:
 - Facilitation of land use planning in corridor, including balanced growth and complete street planning
 - Potential use of Illiana project by fixed-route public transit and intercity buses when justified by business case. Illiana Corridor is not expected to have sufficient ridership to support fixed guideway (rail) transit until after 2040
 - Provides improved access to existing and future potential radial commuter rail and intercity passenger rail stations



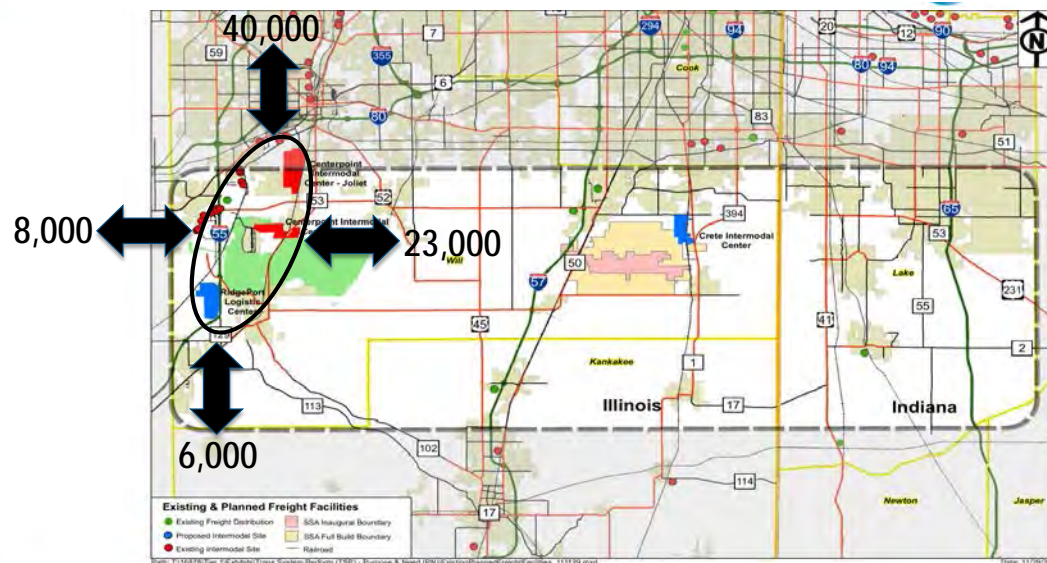
■ Create a More Efficient Freight Network

- GO TO 2040 supports planning for an efficient, regional, multimodal freight system, including “support for regional trucking improvements...”
- Illiana project supports a more efficient freight network by:
 - Improving national east-west truck freight movement
 - Improving access/egress to existing and planned intermodal facilities in or near the Study Area
 - Approximately 35% to 50% of Illiana tolled traffic are trucks
 - Economic benefit of 900,000 truck hours of travel annually in 2040 is \$26 million (assumes truck value of time of \$29/hour). Over a 50 year service life, savings of \$1.3 billion could be achieved.

Regional Mobility

Tier Two

National Truck Freight Model developed for Illiana Corridor Study to estimate long-distance truck trips



One of largest container ports in the U.S., including two existing and two planned intermodal facilities



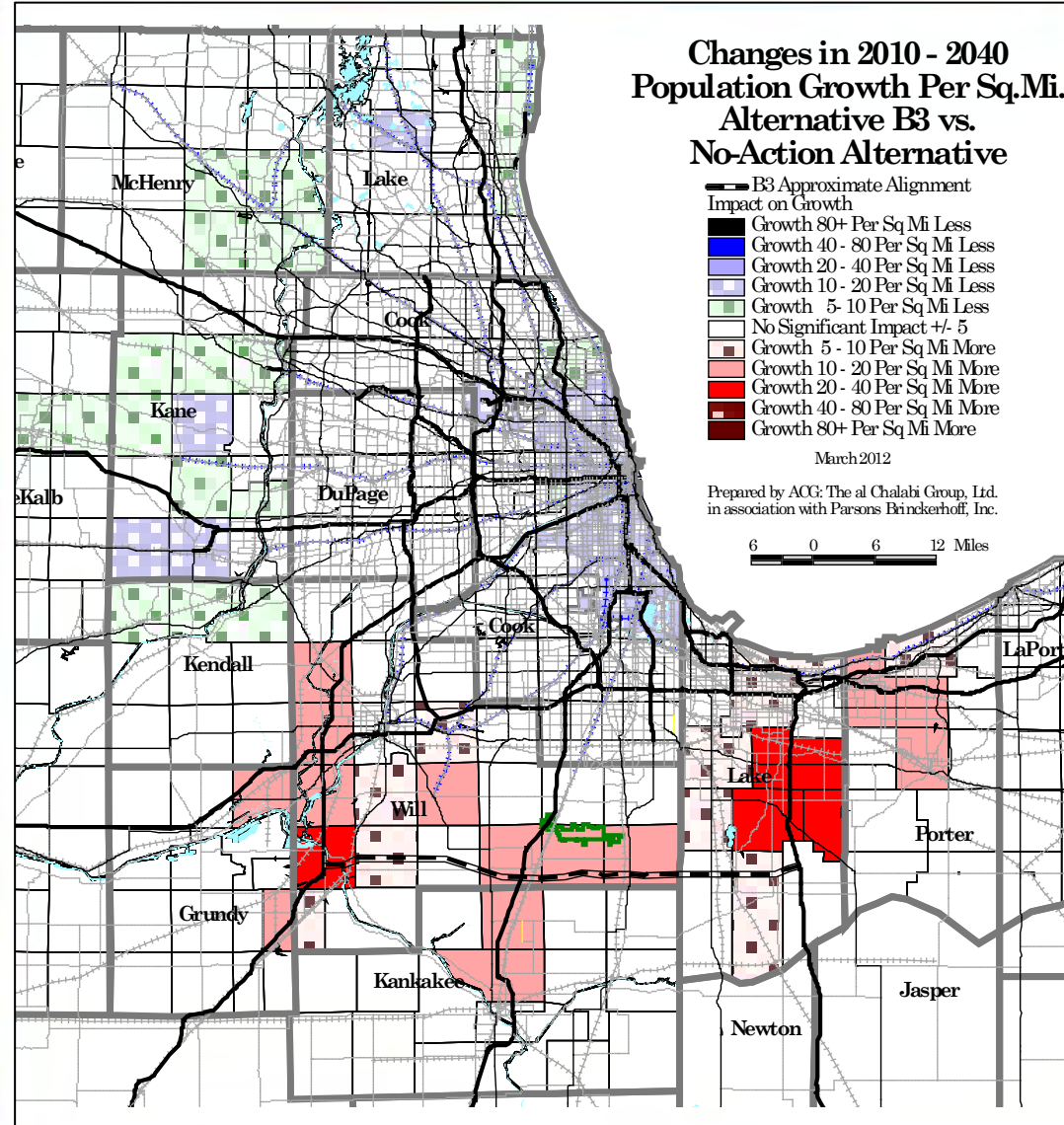
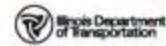
■ Achieve Greater Livability through Land Use & Housing

— Illiana project will address by:

- Providing a strong foundation for community livability for municipalities along and near the corridor, which are long established communities incorporated in the late 1800s. Provides a long needed east-west limited access facility that will improve mobility for all residents along the corridor & reduces truck traffic on local roads in the area, which has been a resounding complaint of study area residents.
- Strong commitments to design and implement the project following sustainability practices to ensure a vibrant environmental & thoughtfully planned corridor
- Initiation of framework for development of a multi-jurisdictional plan to coordinate land use and community plans. Based on feedback to date, environmental protection & opportunities, economic development & smart growth are recurring themes.

Livable Communities

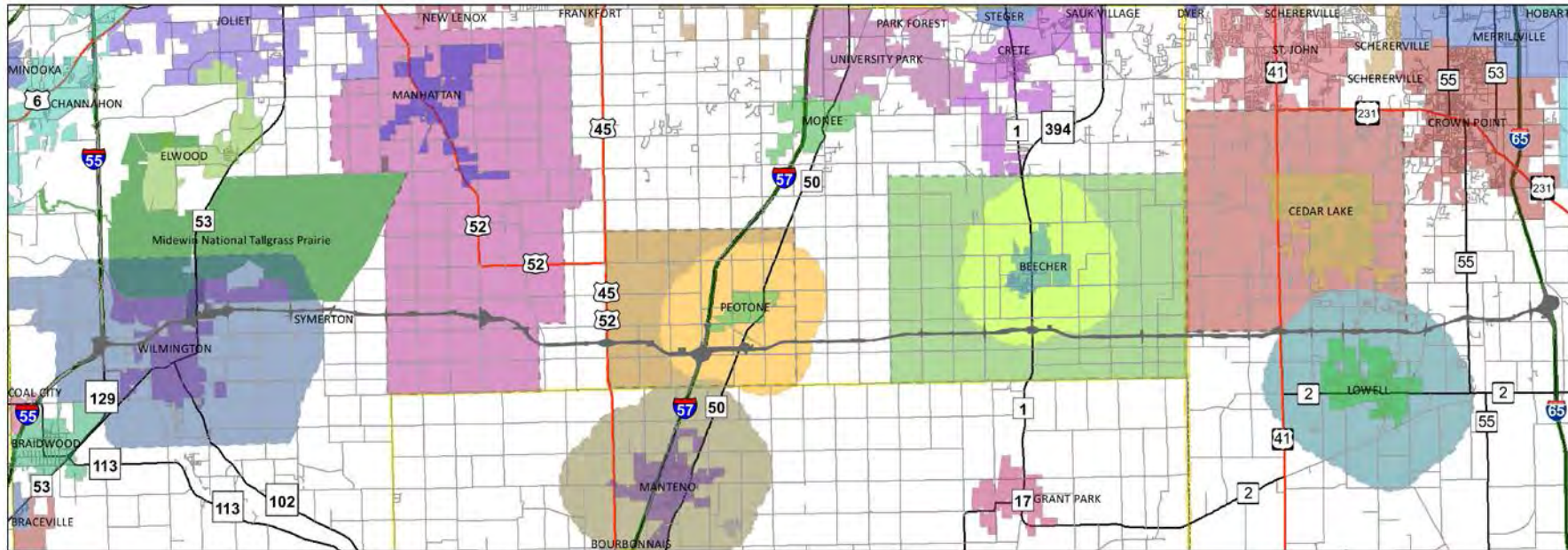
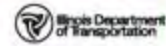
Tier Two



- 2040 Build (B3) vs. No Build population change shows growth beyond corridor around existing population areas in South of the Lake region
 - Total increase of 11,180 population & 7,660 employment
 - Will County expected to add 4,870 population

Livable Communities

- Municipal planning areas/boundaries already cover substantial portions of the corridor



- Average increase in density of 10 persons per sq. mile of 2040 Build vs. No Build in the townships touching the Illiana Corridor
- Local planning authorities along the corridor concur that goals of creating economic development with modest manageable growth are met with Illiana



- Manage & Conserve Water & Energy Resources, Expand and Improve Parks & Open Space

- Illiana project will address through:

- Commitment to developing sustainable transportation solutions, including use of best management practices (BMPs) to maintain water quality through:
 - Naturalized vegetation
 - Detention areas that have a natural shape and cross section along the perimeter to promote vegetation establishment
 - Water quality wetland/detention pond
 - Bio-swales
 - Infiltration catch basins

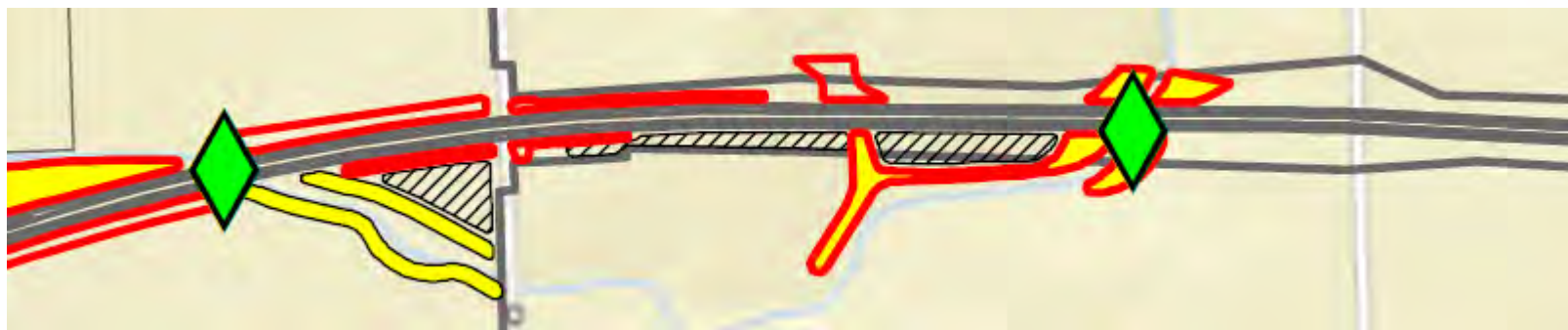
Consistent with GO TO 2040, which recommends that “all governmental bodies that undertake construction activities should implement policies that require the use of site-appropriate green infrastructure practices for stormwater management.”

Livable Communities

Tier Two



Opportunity Area Example



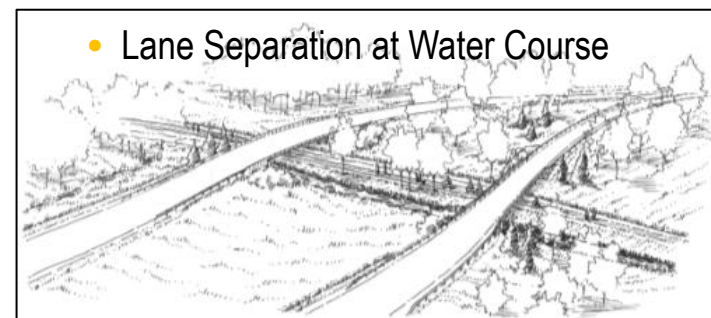
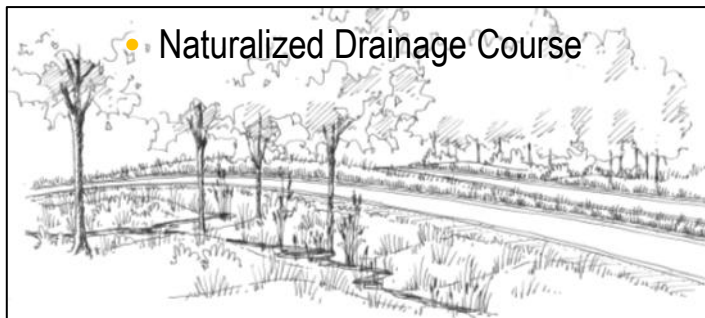
Legend

-  Water Quality Best Management Practices
-  Prairie or Forest Restoration/Enhancement
-  Wetland/Riparian Buffer
-  Proposed Right-of-Way
-  Wildlife Crossing

Livable Communities



- Manage & Conserve Water & Energy Resources, Expand and Improve Parks & Open Space (cont.)
 - Illiana project will address through (cont.):
 - Other sustainable design practices will be used:
 - Roadway alignments that mimic existing grades where possible
 - Cuts & fills shaped to match slopes of existing landscape
 - Sustainable construction techniques
 - Commitment to use FHWA's INVEST sustainability tool through all phases of project implementation to promote sustainable design & construction practices.





- Manage & Conserve Water & Energy Resources, Expand and Improve Parks & Open Space (cont.)
 - Illiana project will address through (cont.):
 - Facilitating the framework for local planning of land use to ensure the overall quality of life is maintained & enhanced. Stimulating & supporting sustainable features are being discussed:
 - Open space
 - Trails
 - Transit
 - Greenways
 - Recreation
 - Water quality
 - Wildlife crossings
 - Farmland preservation
 - Utilities

Wildlife Crossing





- Improve Education & Workforce Development, Support Economic Innovation
 - Illiana project will address human capital through:
 - Increased short & long-term job creation
 - Improved job accessibility
 - Support for logistics operations in the region, a core cluster industry according to GO TO 2040
 - IDOT human capital initiatives that may provide new opportunities for training & development skills for the construction of the Illiana project
 - Highway Construction Careers Training Program
 - Engineering Technician Training Program
 - Diversity in Engineering Scholarship Program
 - Collaboration with educational institutions, workforce boards & industry and labor representatives
 - GO TO 2040 supports these types of workforce development programs



■ Pursue Coordinated Investment

- Illiana project will support coordinated investment through:
 - Facilitating a coordinated corridor land use study to be led by Will County in partnership with municipalities to coordinate land use and community planning activities in the corridor.
 - CMAP GO TO 2040 Plan says one size does not fit all. Along this corridor, there are interests in:
 - Economic development
 - Natural resource protection
 - Sustainability tactics
 - Smart growth concepts
 - Complete streets
 - The corridor is not homogeneous in their aspirations and their settings, which is why a coordinated land use effort is being initiated



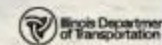
Next Steps

Tier Two



Next Steps

Tier Two



- IDOT has requested amending the GO TO 2040 Comprehensive Regional Plan to include the Illiana Corridor as a fiscally constrained project at October 2013 MPO Policy meeting
- Continued coordination with CMAP staff & presentations to CMAP/MPO Boards & Committees and key stakeholders

Tier Two Public Meeting #2:
June 17th INDIANA
June 18th ILLINOIS



S-1195



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

Transportation Committee

June 7, 2013 - 9:30 a.m.

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago Illinois

- 1.0 **Call to Order and Introductions** 9:30 AM
Leanne Redden, Committee Chair
- 2.0 **Agenda Changes and Announcements**
- 3.0 **Approval of Minutes – April 26, 2013**
ACTION REQUESTED: Approval
- 4.0 **Coordinating Committee Reports (Michael Connelly)**
The Local Coordinating Committee met on May 8. The Regional Coordinating Committee has not met since the last Transportation committee meeting and is scheduled to meet next on June 12.
- 5.0 **FFY 10-15 Transportation Improvement Program (TIP)**
- 5.1 **FFY 10-15 TIP Amendments and Administrative Modifications, Updates to Attachment A and to the State/Regional Resources table (LeRoy Kos)**
TIP revisions that exceed financial amendment thresholds have been requested. Revisions include line items that have been awarded, moved or deleted. The TIP amendments and modifications are attached. In addition, funding sources have been updated in Attachment A of the *TIP Change and Project Grouping Procedures* to accommodate advanced construction in the TIP. Advanced construction is a cash flow technique used by IDOT to maximize the use of federal funds. Finally, the state/regional resources table has been updated to reflect an across the board rescission of .2%.
ACTION REQUESTED: Approval of TIP amendments and concurrence in the Updates to Attachment A and to the State/Regional Resources table
- 5.2 **Congestion Mitigation and Air Quality (CMAQ) Improvement Program (Doug Ferguson)**
An update on CMAQ program development and monitoring will be provided. The May CMAQ obligation brochure showing progress toward the region's 2013 obligation goal is attached.
ACTION REQUESTED: Information

5.3 Designated Recipient of Section 5307 and Section 5340 Full Year Appropriations (LeRoy Kos)

The final calculations for the full FY 2013 Appropriation have been determined and RTA has sent notice of the split of Section 5307/5340 funding for CTA, Metra and Pace. The Section 5307/5340 combined Capital and Planning funds for northeastern Illinois total \$237,040,423. The recommended distribution to the Service Boards is \$123,453,365 to the CTA; \$79,102,184 to Metra; and \$34,484,873 to Pace. The partial amounts distributed in March are included in these totals. The RTA Board is scheduled to consider these updated marks at its June 26 meeting.

ACTION REQUESTED: Recommendation to the MPO Policy Committee to amend designated recipient amounts to reflect the financial calculations. The Policy Committee's action will be contingent on RTA Board approval.

6.0 Illiana Corridor Evaluation (Kermit Wies, Steven Schilke)

Consistent with CMAP-issued guidelines for evaluating major capital project requests, IDOT has prepared a detailed assessment of the Illiana Corridor proposal tailored to addressing GO TO 2040 themes and priorities. CMAP guidelines and IDOT's Illiana assessment are attached.

ACTION REQUESTED: Information

7.0 Self-Certification (Holly Ostdick)

The State and the MPO are required to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements at least every four years. CMAP's process is well documented on its website and in its other products, including the Unified Work Program, the Congestion Management Process, the Transportation Improvement Program and the comprehensive regional plan, GO TO 2040. A summary of the elements in the self-certification and how they are being met is attached.

ACTION REQUESTED: Recommendation of approval of self-certification to the CMAP MPO Policy Committee

8.0 Capital Program Principles (Matt Maloney)

The CMAP Board approved capital program principles at its May 8 meeting. In recent months, transportation and business leaders across Illinois have begun a conversation about a potential new capital program. Given the lack of stable funding, the continuation of the arbitrary "55/45 split" that directs only 45 percent of State highway funds to the Chicago region, and the lack of transparent project selection, CMAP believes that any new State capital program must be coupled with reform.

ACTION REQUESTED: Information

9.0 State Legislative Activities (Gordon Smith)

An update on the state's legislative activities will be given.

ACTION REQUESTED: Discussion

10.0 Status of Local Technical Assistance (LTA) Program and Major Capital Projects

The LTA program status report and a quarterly GO TO 2040 Major Capital Project update are attached. Additional input, comments and questions on both are welcome.

ACTION REQUESTED: Information

11.0 Other Business

12.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

13.0 Next Meeting

The next meeting is scheduled for August 2, 2013.

14.0 Adjournment

Transportation Committee Members:

_____ Charles Abraham	_____ Robert Hann	_____ Mike Rogers
_____ Reggie Arkell***	_____ Jennifer (Sis) Killen	_____ Steve Schlickman
_____ Michael Bolton	_____ Fran Klaas	_____ Joe Schofer
_____ Bruce Carmitchel	_____ Don Kopec	_____ Peter Skosey
_____ Lynnette Ciavarella	_____ Wes Lujan	_____ Kyle Smith
_____ Michael Connelly**	_____ Randy Neufeld	_____ Chris Snyder
_____ John Donovan***	_____ Jason Osborn	_____ Steve Strains
_____ John Fortmann	_____ Leanne Redden*	_____ Paula Trigg
_____ Luann Hamilton	_____ Tom Rickert	_____ Ken Yunker
_____ Alicia Hanlon	_____ Leon Rockingham	_____ Rocco Zuccherro

*Chair

**Vice-Chair

***Non-voting

CMAP Transportation Committee

June 7, 2013

Tier Two



Presentation Agenda

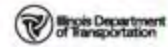


- **Project Overview**
- **Status in GO TO 2040 Plan**
- **Consistency with GO TO 2040 Plan**
- **Next Steps**

Project Overview

Tier Two

History of Illiana



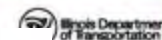
- 1909 Plan of Chicago recommended an “outer encircling highway”
- Decades of strong regional & local support
- 2008- 2010: Feasibility studies
- Spring 2010: Illiana P3 legislation passed in both States
- Fall 2010: Go To 2040 Plan adopted
- Spring 2011: Illiana Corridor Tiered EIS initiated



Study Process



Tier Two



Tier One

STAKEHOLDER INVOLVEMENT

*Identify
Transportation
Needs*

*Develop & Evaluate
Alternatives for
All Modes*

*Select
Preferred
Alternative*

COMPLETED TIER ONE FEIS/ROD JANUARY 2013

Tier Two

STAKEHOLDER INVOLVEMENT

**Detailed Engineering and Environmental
Studies of Preferred Alternative**

COMPLETION TIER TWO FEIS/ROD
WINTER/EARLY SPRING 2014



Transportation Need

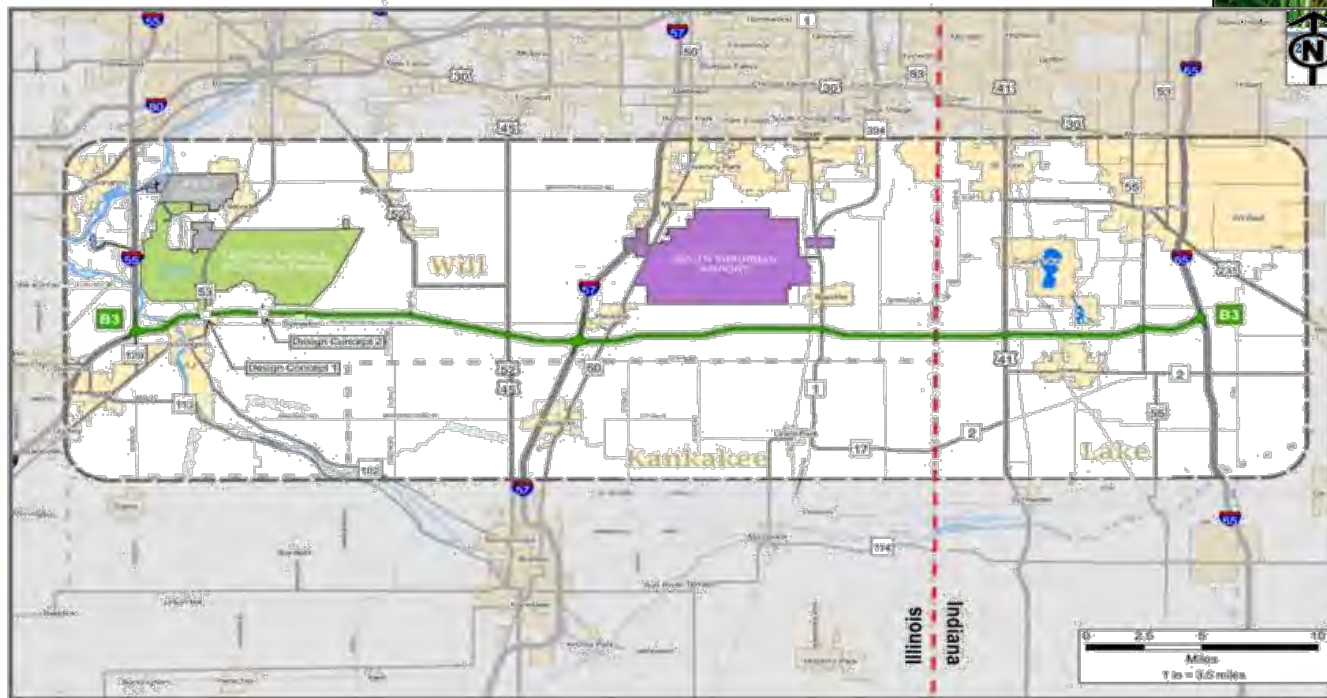
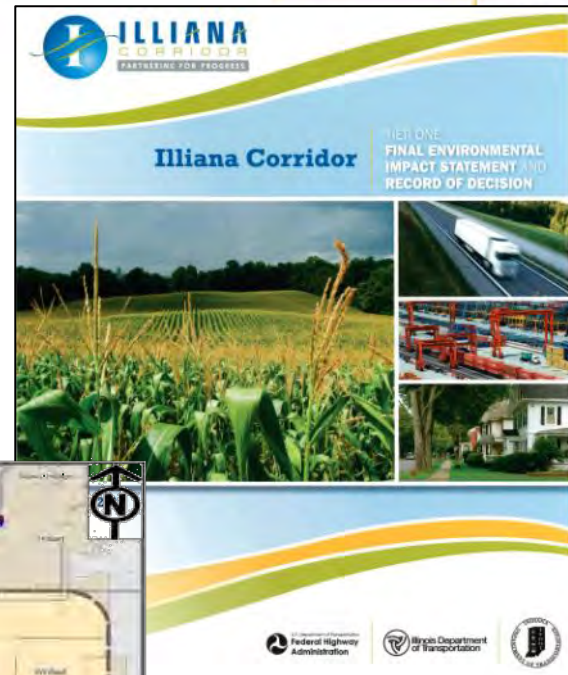
- Lack of continuous & multi-lane east-west roads
- I-80 congested & assumed at full build out
- National truck freight increasing
- Majority of truck trips are passing through
- 47,000 daily intermodal truck trips by 2040
- Truck trips will increase by 193% by 2040



Tier One Final Environmental Impact Statement / ROD



- Preferred Corridor Recommendation of B3 and No Action Alternative to be studied in Tier Two



First combined
FEIS/ROD
issued in
country under
new MAP-21
streamlining
provisions

Extensive Stakeholder Involvement



Bi-State Context Sensitive Solutions Process

- Corridor Planning Group Meetings (12)
- Land Use Technical Task Force Meetings (3)
- Public Meetings (4 rounds)
- Tier One DEIS Public Hearing (1 round)
- Landowner Meetings (5)
- One-on-One Meetings with Local Jurisdictions, Agencies, Organizations, Interest Groups (200)
- IllianaCorridor.org website (90,000 unique visitors)

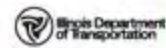


Status in GO TO 2040 Plan

Tier Two



Status in GO TO 2040 Plan



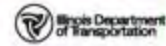
- Phase I engineering - in Plan
- Construction - fiscally unconstrained portion of the Plan
- **Tier Two (NEPA) Schedule:**
 - PM # 2 – June 17 & 18
 - Draft EIS Release & Public Hearing – Fall 2013
 - Tier Two Completion – March 2014
- **P3 Schedule:**
 - Vendor Forum – June 24 & 25
 - Request for Qualifications – Summer 2013
 - Request for Proposals – Fall 2013
 - Financial Close – Fall 2014
 - Construction begins (earliest) - 2015



Proposed Amendment to GO TO 2040 Plan



Tier Two



- Inclusion in fiscally constrained portion of plan required for NEPA approval
- Accelerated NEPA & P3 schedule requires Plan consideration prior to 2014 Plan update
- IDOT has furnished supporting documents for CMAP staff review
- IDOT has requested amending the long-range transportation plan at the October 2013 MPO Policy Committee meeting



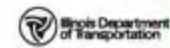
Consistency with GO TO 2040 Plan

Tier Two



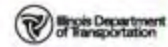
Consistency with GO TO 2040

Tier Two



- Four Key Principles
 - Regional Mobility
 - Livable Communities
 - Human Capital
 - Efficient Governance

Regional Mobility

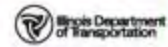


- Invest Strategically in Transportation
 - GO TO 2040 cites the need to develop innovative financing
 - “Pursuing public-private partnerships, as appropriate”
 - Funding and Financing
 - Enabling P3 legislation passed in both states
 - Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) application being prepared for Illiana project
 - Illiana will be a tolled facility
 - Financial analysis ongoing
 - P3 successful in Indiana
 - Indiana Toll Road
 - Ohio River Bridge



S-1212

Regional Mobility



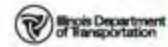
- Invest Strategically in Transportation (cont.)
 - GO TO 2040 says the “costs of congestion are real and serious, and include lost time and fuel, decreased productivity, inefficient freight movements, and pollution.”
 - Illiana project addresses the costs of congestion:
 - Savings of 3.4 million vehicle hours of travel annually in 2040
 - Reductions of 26 million congested vehicle miles of travel annually in 2040
 - Increased long-term productivity estimated at \$3.9 billion
 - 46 million fewer truck miles of travel annually in 2040 on arterial roads in the Study Area





- Invest Strategically in Transportation (cont.)
 - GO TO 2040 says to use “criteria to measure the performance of projects”
 - Illiana project addresses project evaluation criteria:
 - Economic Development: 28,000 long-term, 9,100 short-term jobs
 - Jobs-Housing Access: 18,000 more jobs within 30 minutes of travel
 - Cost: estimated at \$1.3 billion (YOE) of which Illinois share is \$950 million
 - GO TO 2040 estimate: \$2.87 billion in 2009\$
 - Illiana study – greater detail, comparison to similar recent projects in both States
 - Connectivity: provides major east-west highway improvement & connects major north-south routes in southern portion of region

Regional Mobility



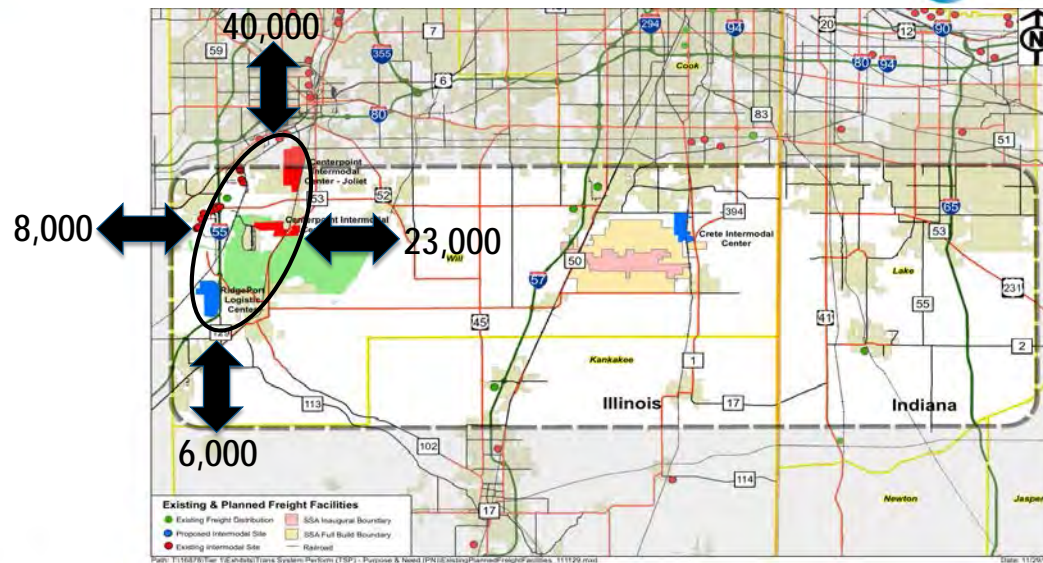
- Increase Commitment to Public Transit
 - GO TO 2040 says that the region's transit system should be strengthened through ... "supportive land use planning, make small-scale infrastructure investments, and provide other local support to make transit work better"
 - Illiana project is facilitating transit through:
 - Reduced congestion in South Sub-Region & Study Area, benefitting fixed-route bus services
 - Providing improved access to existing and future radial transit system



Regional Mobility

Tier Two

National Truck Freight Model developed for Illiana Corridor Study to estimate long-distance truck trips



One of largest container ports in the U.S., including two existing and two planned intermodal facilities

Regional Mobility



Tier Two



- Create a More Efficient Freight Network
 - GO TO 2040 supports planning for an efficient, regional, multimodal freight system, including “support for regional trucking improvements...”
 - Illiana project supports a more efficient freight network by:
 - Improving national east-west truck freight movement
 - Improving access/egress to existing and planned intermodal facilities in or near the Study Area
 - Approximately 35% to 50% of Illiana traffic are trucks
 - \$26 million in truck delay savings



S-1217



Tier Two

 Illinois Department of Transportation

- 20





Tier Two

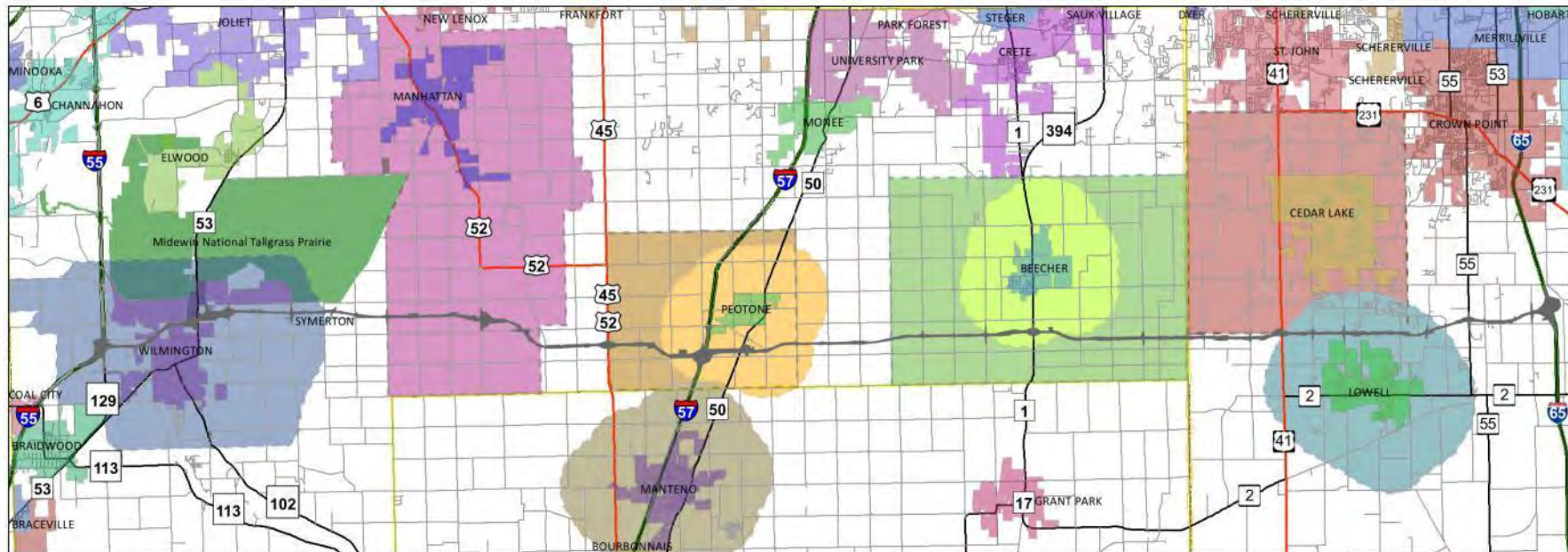
- 



Livable Communities



- Municipal planning areas/boundaries already cover substantial portions of the corridor



- Average increase in density of 10 persons per sq. mile for 2040 Build vs. No Build in the townships touching the Illiana Corridor
- Local planning authorities along the corridor concur that goals of creating economic development with modest manageable growth are met with Illiana

Livable Communities



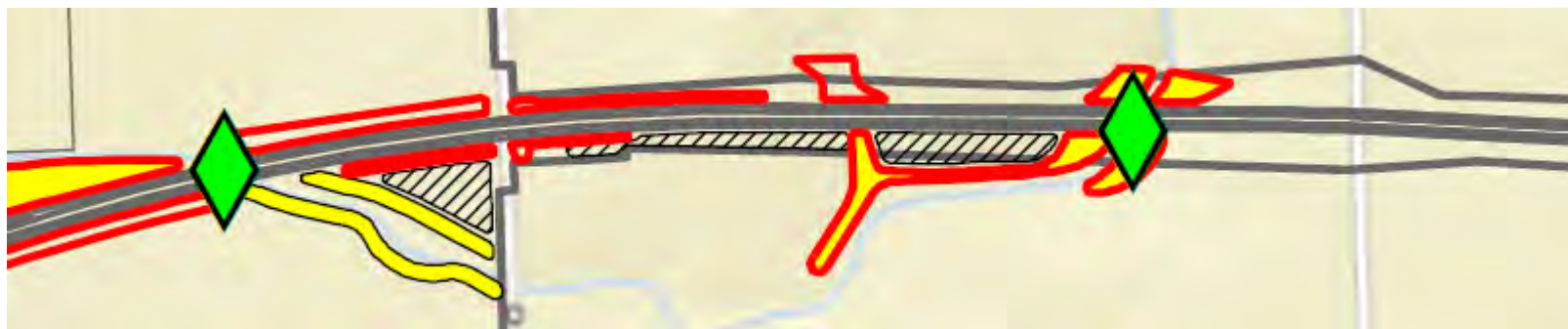
- Manage & Conserve Water & Energy Resources
 - Illiana project will address through:
 - Commitment to developing sustainable transportation solutions, including use of best management practices (BMPs) to maintain water quality through:
 - Naturalized vegetation
 - Detention areas that have a natural shape and cross section along the perimeter to promote vegetation establishment
 - Water quality wetland/detention pond
 - Bio-swales
 - Infiltration catch basins
 - Consistent with GO TO 2040, which recommends that “all governmental bodies that undertake construction activities should implement policies that require the use of site-appropriate green infrastructure practices for stormwater management.”

Livable Communities

Tier Two



Opportunity Area Example



Legend

-  Water Quality Best Management Practices
-  Prairie or Forest Restoration/Enhancement
-  Wetland/Riparian Buffer
-  Proposed Right-of-Way
-  Wildlife Crossing



- Manage & Conserve Water & Energy Resources (cont.)
 - Illiana project will address through (cont.):
 - Other sustainable design practices will be used:
 - Roadway alignments that mimic existing grades where possible
 - Cuts & fills shaped to match slopes of existing landscape
 - Sustainable construction techniques
 - Commitment to use FHWA's INVEST sustainability tool through all phases of project implementation to promote sustainable design & construction practices.



Affected Triple Bottom Line Principles

Livable Communities



- Manage & Conserve Water & Energy Resources, Expand and Improve Parks & Open Space (cont.)
 - Illiana project will address through (cont.):
 - Facilitating the framework for local planning of land use to ensure the overall quality of life is maintained & enhanced. Stimulating & supporting sustainable features are being discussed:
 - Open space
 - Trails
 - Transit
 - Greenways
 - Recreation
 - Water quality
 - Wildlife crossings
 - Farmland preservation
 - Utilities

Wildlife Crossing



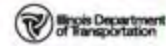
Human Capital



- Improve Education & Workforce Development, Support Economic Innovation
 - Illiana project will address human capital through:
 - Increased short & long-term job creation
 - Improved job accessibility
 - Support for logistics operations in the region, a core cluster industry according to GO TO 2040



Efficient Governance



■ Pursue Coordinated Investment

- Illiana project will support coordinated investment through:
 - Facilitating a coordinated corridor land use study to be led by Will County in partnership with municipalities to coordinate land use and community planning activities in the corridor.
 - CMAP GO TO 2040 Plan says one size does not fit all. Along this corridor, there are interests in:
 - Economic development
 - Natural resource protection
 - Sustainability tactics
 - Smart growth concepts
 - Complete streets
 - The corridor is not homogeneous in their aspirations and their settings, which is why a coordinated land use effort is being initiated



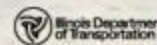
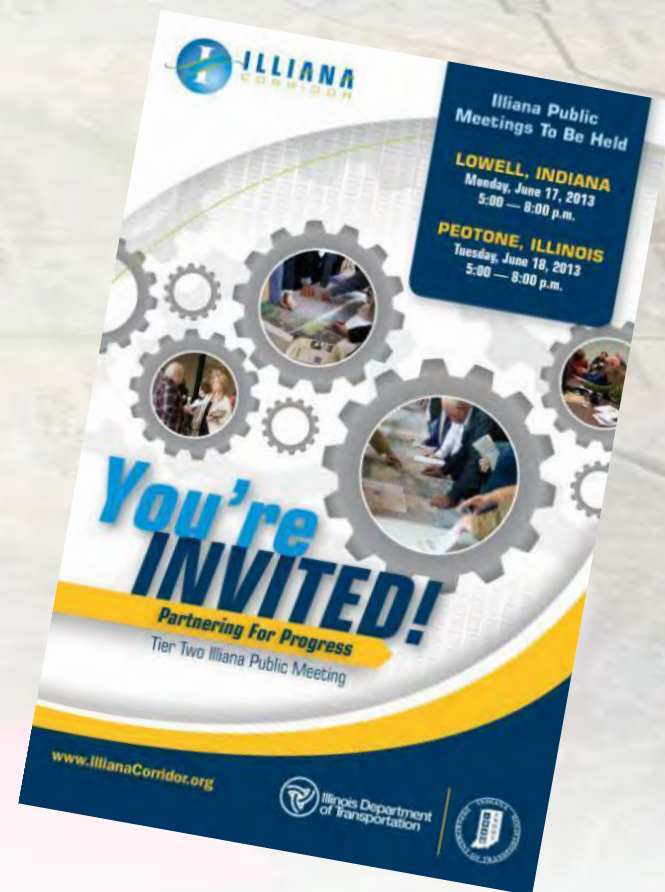
Next Steps

Tier Two



Next Steps

- Continued coordination with CMAP
 - Presentations, information sharing
 - Consideration of Plan Amendment
- Continue NEPA process
 - Technical studies
 - Stakeholder outreach
- Advance P3 procurement
 - Vendor Forum
 - RFQ, RFP





Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

June 7, 2013 - 9:30 a.m.

MINUTES

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Willis Tower

Chicago Illinois

Members Present: Vice-Chair Michael Connelly – CTA, Michael Bolton – Pace, Brian Carlson – IDOT District 1, Bruce Carmitchel – IDOT OP&P, John Donovan – FHWA, Peter Fahrenwald – RTA, Heidi Files - Kane County, Luann Hamilton – CDOT, Alicia Hanlon – Will County, Emily Karry – Lake County, Jennifer (Sis) Killen – Cook County, Don Kopec – CMAP, Aimee Lee – ISTHA, John Loper – DuPage County, Holly Lown-Waters – Metra, Jason Osborn – McHenry County, Leon Rockingham – Council of Mayors, Mike Rogers – IEPA (via phone), Peter Skosey – MPC, Kyle Smith – CNT.

Members Absent: Charles Abraham – IDOT DPIT, Reggie Arkell – FTA, Robert Hann – Private Providers, Fran Klaas – Kendall County, Wes Lujan – Class 1 Railroads, Randy Neufeld – Bicycle and Pedestrian Task Force, Steve Schlickman – UIC, Joe Schofer – Northwestern University, Steve Strains – NIRPC, Ken Yunker – SEWRPC.

Others Present: Mike Albin, Len Cannata, Maria Choca Urban, Chalen Daigle, Pete Harmet, Jon Paul Jones (via phone), Sarah Kellerman, Valbona Kokoshi, Katie Kukiela, Christina Kupkowski, Chrissy Mancini, Tony Marietta, Chad Riddle, Adam Rod, Chris Schmidt, David Seglin, Keith Sherman, Ron Shimizu, Vicky Smith, Chris Staron, Thomas VanderWoude, Mike Walczak, Tammy Wierciak, Don Wittmer.

Staff Present: Erin Aleman, John Allen, Alex Beata, Patricia Berry, Claire Bozic, Lindsay Broughel, Teri Dixon, Kama Dobbs, Lindsay Hollander, Jenny Kane, Matt Maloney, Tom Murtha, Holly Ostdick, Ross Patronskey, Todd Schmidt, Liz Schuh, Kermit Wies, Jane Wilberding.

1.0 Call to Order and Introductions

Committee Vice-Chair Michael Connelly called the meeting to order at 9:35 a.m.

2.0 Agenda Changes and Announcements

None.

3.0 Approval of Minutes – April 26, 2013

On a motion by Mr. Carmitchel and a second by Mr. Bolton, the minutes of April 26, 2013 were approved as presented.

4.0 Coordinating Committee Reports

Mr. Connelly reported that the Local Coordinating Committee met on May 8 and received a presentation from CNT on the concept of Priority Development Areas (PDAs). He noted that the CMAP draft work plan for FY 2014 includes a research project by CMAP staff to further investigate this concept. The committee also received an update on the Fair Housing and Equity Assessment which will be discussed with CMAP's working committees starting this month. He reminded the committee that the call for LTA projects began in May, with applications due on June 26 and noted that the Regional Coordinating Committee has not met since the last Transportation Committee meeting.

5.0 FFY 10-15 Transportation Improvement Program (TIP)

5.1 FFY10-15 TIP Amendments and Administration Modifications,

Updates to Attachment A and the State/Regional Resources table

Ms. Ostlick reported that TIP revisions that exceed financial amendment thresholds have been requested, that funding sources have been updated in Attachment A of the *TIP Change and Project Grouping Procedures* to accommodate advanced construction and that the state/regional resources table has been updated to reflect a 0.2% across the board rescission. Advanced construction, also known as AC, is a cash flow technique employed to allow projects to move forward to implementation using state funds for which federal reimbursement may be sought at a later date. Many projects are never converted from AC to federal funding. Mr. Carmitchel made a motion, seconded by Mr. Kopec, to approve the FFY10-15 TIP Amendments. The motion carried. The committee also concurred with the changes to Attachment A and the state/regional resources table.

5.2 Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Mr. Patronsky reported the CMAQ Obligation Report illustrates that over \$90 million has been obligated for FFY 2013. He also thanked committee members and planning liaisons for their assistance in completing May status updates and noted that the responses will be used to develop programming marks and will assist IDOT with future year appropriations. He reported that staff and the Program Focus Groups are reviewing 146 applications requesting \$974 million in federal funding. Air quality rankings will be available prior to the June 20 CMAQ Project Selection Committee (PSC) meeting and it is anticipated that a draft program will be released by the Transportation Committee at its August meeting, with adoption of a 2014 – 2018 program by the CMAP Board and MPO Policy Committee anticipated in October.

Mr. Patronsky also noted that MAP-21 requires that 25% of annual CMAQ obligations be for projects which reduce PM_{2.5}, such as diesel retrofit projects like those commonly implemented by private railroads. Mr. Rogers added that the CMAQ PSC had recently approved a cost increase to convert 15 locomotives and that IEPA is working with IDOT to approve the funding agreement this month.

5.3 Designated Recipient of Section 5307 and Section 5340 Full Year Appropriations

Ms. Ostdick reported that the final calculations for the full FY 2013 Appropriation have been determined and RTA has sent notice of the split of Section 5307/5340 funding for CTA, Metra and Pace. The Section 5307/5340 combined Capital and Planning funds for northeastern Illinois total \$237,040,423. The recommended distribution to the Service Boards is \$123,453,365 to the CTA; \$79,102,184 to Metra; and \$34,484,873 to Pace. The partial amounts distributed in March are included in these totals. The RTA Board is scheduled to consider these updated marks at its June 26 meeting. Mr. Carmitchel made a motion, seconded by Mr. Bolton, to recommend that the MPO Policy Committee amend designated recipient amounts to reflect the financial calculations, contingent on RTA Board approval. The motion carried.

6.0 Illiana Corridor Evaluation

Mr. Wies provided an update on the current status of coordination between IDOT and CMAP staff in response to IDOT's request to amend GO TO 2040 to include the Illiana Expressway corridor and introduced Mr. Steven Schilke of IDOT who presented a summary of the project and the data provided to CMAP.

Mr. Smith stated that CNT had co-signed a letter to IDOT opposing the project and asked for further information on IDOT's market-based traffic forecasts versus CMAP's policy-based projections, whether job growth is driving the need for the project or the project is driving job growth and how the project is supporting infill growth. Mr. Schilke explained that CMAP's forecasts do not include population growth in the corridor due to policy decisions to direct growth elsewhere, while the IDOT projections consider the available land uses and past growth trends. Regarding job growth, Mr. Schilke stated that there is growth in freight movement in the corridor which is prompting the need for the project, which will also provide the potential for additional growth in jobs in the area. He stated that reducing freight congestion on existing corridors such as US 30, which are currently unattractive for infill development due to this congestion would encourage that infill development to occur.

Mr. Osborn asked what could be accomplished on the I-80 corridor with the \$1.3 billion estimated to be needed for the Illiana Corridor. Mr. Schilke noted that there are substantial physical barriers that would make adding capacity on I-80 much less cost effective. Mr. Harmet of IDOT also pointed out that PPP funding was being sought specifically for the Illiana Corridor, and therefore is not transferable to I-80. He also stated that the traffic forecasts for 2040 included six lanes on I-80, where it is four lanes now.

Mr. Skosey questioned whether additional capacity for trucks on I-80 would be realized if more auto traffic shifted to alternate routes with excess capacity, such as the Skyway. He also noted that one reason that CMAP's forecasts are policy driven is because the region has decided where to direct growth, rather than letting a major transportation facility direct that growth. Mr. Schilke noted that the origins and destinations of both freight and auto traffic were factors in travel patterns. Mr. Harmet added that the traffic projections in GO TO 2040 had a regional purpose, while

the projections required for NEPA are at the project level and must fully address secondary and cumulative impacts of the project.

Ms. Hanlon stated that Will County supports the Illiana project and believes that it will reduce the impact of truck congestion on local roadways and provide an opportunity for coordinated land use planning between the county, municipalities and other stakeholders.

Mr. Bolton noted that Pace has been participating in the Tier I EIS development, believes the process has been a good one and has learned a lot about potential rural transit needs that will apply in this corridor as well as in other rural areas of the region.

7.0 Self-Certification

Ms. Ostlick reported that at least every four years the MPO must self-certify that it is implementing the metropolitan planning process defined in MAP-21, the Clean Air Act, the Civil Rights Act, and the American with Disabilities Act, as described in the agenda packet. She noted that CMAP accomplishes the metropolitan planning requirements through GO TO 2040, the TIP, the UWP, the Congestion Management Process, the Public Participation Plan, interagency agreements, and the annual listing of obligated projects. She noted that Appendix B of the Unified Work Program (UWP) and agency websites document how other requirements are implemented and enforced in our region. Ms. Hanlon made a motion, seconded by Ms. Files to recommend approval of the self-certification to the MPO Policy Committee.

8.0 Capital Program Principles

Mr. Maloney provided an overview of capital program principles approved by the CMAP Board on May 8. He also described the features of the Performance Based Funding microsite and distributed a summary brochure.

9.0 State Legislative Activities

Mr. Allen provided a summary of action taken by the state legislature on bills of interest to CMAP, including transportation related bills. He noted that that an end-of-session wrap-up will be available next month.

10.0 Status of Local Technical Assistance (LTA) Program and Major Capital Projects

Ms. Aleman provided an overview on the current LTA Program and noted that the status of specific projects is included in the agenda packet. She also reminded the committee that a call for new LTA projects is currently in progress. Mr. Connelly encouraged members to read both the LTA and Major Capital Projects reports to stay informed on what is in progress and may be moving forward for their consideration in the coming months.

11.0 Other Business

None.

12.0 Public Comment

None.

13.0 Next Meeting

The next meeting is scheduled for August 2, 2013.

14.0 Adjournment

On a motion by Mr. Osborn and a second by Mr. Skosey, the meeting adjourned at 11:05 am.

Transportation Committee Members:

_____ Charles Abraham	_____ Robert Hann	_____ Mike Rogers
_____ Reggie Arkell***	_____ Jennifer (Sis) Killen	_____ Steve Schlickman
_____ Michael Bolton	_____ Fran Klaas	_____ Joe Schofer
_____ Bruce Carmitchel	_____ Don Kopec	_____ Peter Skosey
_____ Lynnette Ciavarella	_____ Wes Lujan	_____ Kyle Smith
_____ Michael Connelly**	_____ Randy Neufeld	_____ Chris Snyder
_____ John Donovan***	_____ Jason Osborn	_____ Steve Strains
_____ John Fortmann	_____ Leanne Redden*	_____ Paula Trigg
_____ Luann Hamilton	_____ Tom Rickert	_____ Ken Yunker
_____ Alicia Hanlon	_____ Leon Rockingham	_____ Rocco Zuccherro

*Chair

**Vice-Chair

***Non-voting

MEETING SIGN-IN SHEET

Date: 6/10/13
Location: PACE, ALLINGTON HTS.
Purpose: STAKEHOLDER MEETING

Name	Representing	Email Address
1. Rick POWELL	PARSONS BRINCKERHOFF	powellr@pbworld.com
2. Seth Morgan	Pace Bus	seth.morgan@pacebus.com
3. Duane Mahove	PACE BUS	duane.mahove@pacebus.com
4. Michael Bolton	Pace	Michael.Bolton@pacebus.com
5. Ron Shumizar	PARSONS BRINCKERHOFF	shumizar@pbworld.com
6. Katie Kukiela	INDOT	katie.kukiela@illinois.gov
7. Steve Schilke	INDOT	steven.schilke@illinois.gov
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		





Illiana Corridor Phase I Study

Meeting Summary

Pace

Date: June 10, 2013

Time: 8:00 AM CDT

Location: Pace offices, Arlington Heights, IL

A stakeholder meeting was held to update Pace and gather information on the current status of the Illiana project. S. Schilke gave a brief status update on the Illiana project including corridor alignment and interchange locations, including the forthcoming P3 forum.

The following items were discussed:

- S. Schilke presented the additional interchanges added since Tier One (Wilton Center and IL 50) as well as the design options at IL 53. Pace favors the most direct connection to IL 53 at that location.
- M. Bolton reiterated that transit operators can operate on state toll roads without charge by state law, and that development by a P3 should not change that status since the Illiana would be a state-owned asset.
- M. Bolton sees an opportunity to serve the labor market with transit services at existing and planned intermodals near the Illiana corridor. R. Kwasnieski, director of Pace, is also on the board of JADA and has extensive experience in the Illiana area. M. Bolton indicated that the IL 129/ridgeport access would be a plus for providing Pace service.
- S. Schilke explained the no action scenario of I-55 and I-80 being widened by 2040 regardless of the Illiana.
- S. Morgan requested the Illiana study look at provisions for pedestrians on overhead crossings, and if an urban rather than rural standard can be applied. S. Schilke indicated it may not be appropriate for all locations, but primarily where pedestrian traffic or trails are anticipated. IDOT Complete Streets policy will be followed. M. Bolton mentioned that, as the area population ages, they will be no longer driving and will be demanding Pace services in the outer regions such as the Illiana study area.
- S. Morgan indicated IL 50 interchange may be a good target for park and ride to serve Metra Electric.
- M. Bolton asked the study team to consider the design of slip ramps such as recently installed at Barrington Road, for future transit connectivity.
- S. Schilke asked who would/should initiate proposed Park and Ride locations. **Response?**
- **Pace requested copies of the interchange designs carried forward.**

The meeting concluded at approximately 9:30 AM CDT.

Attendees: See attached

Remote Attendees: None.



201 W. Center Court
Schaumburg, Illinois 60196
100 N Senate Avenue, #N642
Indianapolis, Indiana 46204
www.illianacorridor.org

MEETING SIGN-IN SHEET

Date: 6/11/13
Location: Folsom PRESERVE Dist Will Co. Office
Purpose: STAKEHOLDER MTG

Name	Representing	Email Address
1. Rick Powell	PANSA BRINCKELT	powellw@pbworld.com
2. Katie Kukiela	IDOT	katie.kukiela@illinois.gov
3. Andrew Hawkins	FPDWC	ahawkins@fpdwc.org
4. Ralph Schultz	FPDWC	rschultz@fpdwc.org
5. Joseph M. BABICH	FPDWC Pres.	JoeBABICH@HPE Print.com
6. Marcella DeMauro	" E.D.	mdemauro@fpdwc.org
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		



Illiana Corridor Phase I Study

Meeting Summary Forest Preserve District of Will County

Date: June 11, 2013

Time: 10:30 AM CDT

Location: WCFPD offices, Joliet, IL

A stakeholder meeting was held to update FPDWC and gather information on the current status of the Illiana project. R. Powell gave a brief status update on the Illiana project including corridor alignment and interchange locations, including the forthcoming P3 forum.

The following items were discussed:

- A. Hawkins reiterated FPDWC's position that all Illinois mitigation occur in Illinois, and that they would like to be considered for mitigation opportunities on FPDWC property. The FPD is proficient in the design and maintenance of wetland areas and could perform that work under agreement, on their properties where appropriate. FPDWC is also a supporter of the concept of wildlife passages under the corridor, and sees opportunities to combine trail crossing with wildlife crossing. A sufficient vertical clearance for trail and equestrian use should be provided where there is the potential of a trail/wildlife crossing combination.
- The FPDWC asked about CMAP's position on the Illiana corridor. R. Powell indicated the Illiana study is continuing to coordinate with CMAP, and that CMAP's previous support of a more northerly route does not appear to be an ongoing point of contention; however, CMAP wants the Illiana study to demonstrate its support of the principles of the CMAP Go to 2040 plan.
- A. Hawkins indicated the biggest impacts appear to be the road closures. R. Powell provided a commentary on all the road closures in IL from west to east.
- Will Co. Highway Department does no trail planning, so FPDWC is the default planner for trails along county roads and other places.
- S. Ott gave a summary of the study's discussions with FHWA regarding 4f eligibility of existing or planned trails. Wauponsee Glacial Trail (existing) is the only 4f eligible trail in IL. It is anticipated an overhead crossing will be provided and the trail will remain open during construction. Future coordination will be needed with FPDWC for more detailed trail design and accommodations. A shift to the east is possible due to presence of electric lines overhead and underground pipelines.
- A. Hawkins reiterated WCFPD's support of trail accommodations for a linear trail the length of the corridor in IL; some areas, such as the Forked Creek to Wauponsee Glacial Trail segment, will provide connectivity between planned trails. South Suburban Airport's plans for perimeter trails would also be an opportunity for linkage.
- M. DeMauro gave the example of what was provided for the I-355 South Extension where project elements for construction were left in place and turned over to the FPDWC. The Des Plaines low bridge was used for constructing the bridge and left in place. R. Powell indicated there was an approximate 20' and variable ROW margin that could be utilized for future trails. She also indicated leveraging other grant monies would be easier if trail provisions were included. The Spring Creek greenway was such a location on I-355.



Illiana Corridor Phase I Study

- A. Hawkins requested review of proposed BMPs and detention facilities as well as mitigation opportunities. He indicated FPDWC's input may lead to more cost effective solutions, especially when combined with their planning for the area.
- FPDWC indicated they would talk to village of Beecher and Washington Township about a joint resolution supporting a joint road/trail crossing at Cottage Grove to provide access for the future Vincennes Trail extension. R. Powell recommended the resolution occur no later than the DEIS comment period in fall 2013. A. Hawkins reminded the study that access must be available on either side of the Illiana to provide a connection from the trail alignment (former RR ROW) east to Cottage Grove and then back west to re-connect to the trail.

The meeting concluded at approximately 11:45 AM CDT.

Attendees: See attached

Remote Attendees: S. Schilke/IDOT
S. Ott/PB

NIRPC Technical Coordination Meeting Agenda
Tuesday, June 11, 2013
10:30 a.m. - 11:30 a.m. (Central Time) @ NIRPC Office

Agenda Items:

1. Status update for Illiana Corridor Study
2. Public/Agency Coordination with NIRPC for Illiana
3. Technical information and/or support needed by NIRPC for Illiana
 - a) Congestion Management Process
 - b) Environmental justice analysis
 - c) Regional conformity analysis
4. Next meeting

STAKEHOLDER MEETING SUMMARY

Northwestern Indiana Regional Planning Commission

Date: June 11, 2013

Time: 10:30 AM

Location: Northwestern Regional Planning Commission (NIRPC) Office

The purpose of the meeting was to continue the technical coordination process for considering the Illiana project as an amendment to the fiscally constrained NIRPC 2040 Comprehensive Regional Plan. Meeting attendees included Bill Brown – NIRPC, Patricia Berry – CMAP, Joyce Newland – FHWA (via telephone), Jim Earl and Jim Pinkerton – INDOT, Kent Ahrenholtz – DLZ, Ed Leonard and Ron Shimizu – Parsons Brinckerhoff. The following items were discussed:

- Ron Shimizu said that based on last month's coordination meeting that the Illiana project team was supporting NIRPC in conducting the regional Congestion Management Process (CMP), the regional Environmental Justice (EJ) Analysis, and the regional Air Quality Conformity Analysis. Since the last meeting, the project team had talked to Bill Brown and agreed on the data that NIRPC would provide to support the analyses, including the NIRPC regional travel model information, EJ low income/minority transportation analysis zones (TAZs), and CMP examples.
- Jim Earl provided an update on the Illiana Corridor Study. The second round of Two public meetings are scheduled for June 17 in Lowell and June 18 in Peotone. An Illiana P3 Industry Forum will be held on June 24 and 25 in Rosemont, IL. The governors from both states will be there on June 24 to open the P3 Industry Forum. The purpose of the forum is to gain insight from the P3 industry on potential for an Illiana P3 and what the potential structure of that P3 should be.
- A discussion on schedule followed. The completed CMP analysis is scheduled to be brought back to the NIRPC Transportation Policy Committee meeting on July 9. An exempt project TIP is being advanced by NIRPC. Due to a new software version being implemented at INDOT, there has been a delay in the conformity analysis of the expansion TIP. NIRPC has provided INDOT with the travel model run information for the expansion TIP conformity, and INDOT is scheduled to complete the conformity analysis using their post-processor that reflects MOVES model emission factors by June 14. The expansion TIP would then go out for public comment during July, with an expected August adoption. The Illiana conformity analysis would be performed during July/early August by Parsons Brinckerhoff, with public comment occurring in late August through most of September. The NIRPC Transportation Policy Committee and Commission would meet in October to address amending the Illiana project into the fiscally constrained long range transportation plan.
- Ron Shimizu asked for clarification regarding the emissions budgets. Bill Brown said that the public comment period on the budget is June 14. If there are no comments on the new budgets, then the budgets would be in place on July 15.
- The June 20 CMAP Tier II Consultation meeting was discussed. Patricia Berry said that the approach for the PM2.5 Hot Spot Analysis for the Illiana project would be discussed. Bill Brown had sent out a save the date announcement to the NIRPC consultation parties, and CMAP and FHWA had notified the NIRPC consultation parties of the June 20 bi-state meeting. A call-in number for the meeting will be provided.

The meeting concluded at approximately 11:15 AM.

cc: Bill Brown – NIRPC



Patricia Berry – CMAP
Jim Earl – INDOT
Jim Pinkerton – INDOT
Joyce Newland – FHWA (by telephone)
Kent Ahrenholtz – DLZ
Ed Leonard – PB
Ron Shimizu – PB



(219)763-6060
Fax (219)762-1653

Northwestern Indiana
Regional Planning Commission
6100 Southport Road Portage, Indiana 46368

Transportation Policy Committee
NIRPC/Forum Auditorium
June 11, 2013 9:00 a.m.

AGENDA

1. Call to Order by Chairman, Opening and Announcements

- a) Pledge of Allegiance; Introductions
- b) Meeting Participation Survey
- c) **Action** on the minutes of the May 14 meeting (Pages 1-3)

2. Congestion Management Process (*Stephen Sostaric and Ron Shimizu*)

- a) Illiana Project Analysis

3. Planning

- a) Memorandum of Understanding Update (*Steve Strains*)
- b) Public Participation Plan (*Steve Strains*)
- c) 2040 Plan Implementation (*Eman Ibrahim*)
- d) Intelligent Transportation System Architecture (*Kevin Garcia*)
- e) Northwest Indiana Rail VISION (*Jack Eskin*)
- f) Air Quality Conformity (*Bill Brown*)

4. Programming

- a) Quarterly TIP Project Tracking (*Gary Evers and Amanda Pollard*)
- b) Transportation Alternatives Program (*Mitch Barloga*) (Page 4)
Action to approve the project selection
- c) FY 2014-2017 TIP Status (*Gary Evers*)

5. Indiana Department of Transportation

- a) Project Lettings Report (*Chris Reynolds*) (Page 5-6)

6. Transit Operator Reports

- a) Northern Indiana Commuter Transportation District
- b) Gary Public Transportation Corporation

7. Federal Highway Administration and Federal Transit Administration

- a) Planning Certification Review

8. Planning Neighbors

- a) Chicago Metropolitan Agency for Planning (CMAP)
- b) South Suburban Mayors and Managers Association

- c) Southwestern Michigan Commission

9. Other Business, Public Comment, Staff Announcements and Upcoming Meetings

- a) Other Business
- b) Public Comment
- c) Staff Announcements
- d) Meetings at NIRPC unless otherwise indicated:
 - NIRPC Certification Review – 5 p.m. to 7 p.m. June 18. at NIRPC.
 - NIRPC Certification Review – 1 p.m. -3 p.m. June 19 at IUN, 3400 Broadway, Gary.
 - NIRPC Full Commission/Executive Board – 9:00 a.m. June 20 at NIRPC.
 - EMPC – 9:00 a.m. August 1 at NIRPC.

The next Transportation Policy Committee meeting will be at 9:00 a.m. Tuesday, July 9, 2013 at NIRPC.

Requests for alternate formats, please contact Mary Thorne at NIRPC at (219) 763-6060 extension 131 or at mthorne@nirpc.org. Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

The Northwestern Indiana Regional Planning Commission (NIRPC) prohibits discrimination in all its programs and activities on the basis of race, color, sex, religion, national origin, age, disability, marital status, familial status, parental status, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program.



Congestion Management Process

June 11, 2013 NIRPC TPC

Tier Two





Purpose of CMP

- Federal requirement triggered by capacity projects
- Assure that lower cost measures are considered in decision-making process
- Assure that, if implemented, new construction accommodates alternative strategies



NIRPC's CMP

- Adopted in 2011
- Performance measures
 - Roadway performance
 - Crash rates and death/injury rates reductions
 - Bike-ped crash reduction
 - Increase transit mode share
 - Increase transportation service to EJ populations
 - Reduce incident clearance time
 - Reduce transit safety incidents
 - Increase transit route coverage
 - Increase maintenance/reconstruction funding



Analysis Methodology

- Approach
 - Identify congestion & roadway performance
 - Volume-capacity ratios, delay, congested vehicle miles of travel
 - Evaluate alternative CMP strategies
 - Comparison to No Build & Build (Illiana) scenarios
 - Determine if CMP strategies sufficiently address congestion



Tools

- NIRPC travel demand model
- Post processing of travel demand model outputs
- Years
 - 2010
 - 2040 (No-Build – other LRTP projects)
 - 2040 (Build – with Illiana)
- Additional analysis
 - Safety



Congestion Example



Potential CMP Strategies



- Travel demand management (TDM)
- Transportation systems management (TSM)
- Intelligent transportation system (ITS)
- Public transit
- Growth management



Travel Demand Management Strategies



- Telecommuting promotion
- Flexible work schedule promotion
- Ride share matching services
- School pool promotion
- Transit pre-tax commuter benefits
- Alternative travel modes



Transportation System Management Strategies

- Roadway signage improvements
- Add bicycle lanes/sidewalks
- Intersection improvements
- Access management
- Parking restrictions
- Roundabouts
- Separation of truck traffic
- Frontage roads
- Incident management



Intelligent Transportation System Strategies

- Traffic signal interconnects
- Transit traffic signal priority
- Traffic surveillance
- Real-time travel information
 - Highway
 - Transit
- Ramp metering
- Traffic management centers



Growth Management Strategies

- Smart/focused growth
- Complete streets
- Transit oriented development
- Sustainability
- Economic development
- Agriculture protection

The diagram illustrates two urban development models. The top model, 'Transit-Oriented Design', shows a high-density, mixed-use area with a central transit corridor (indicated by a thick black line) and surrounding 'Park & Ride' lots. The bottom model, 'Automobile-Oriented Design', shows a low-density, single-use area with a central highway corridor (indicated by a thick black line) and surrounding 'Park & Ride' lots. The diagram is credited to the Illinois Department of Transportation.

This map shows a transit-oriented development area with a central transit corridor (indicated by a thick black line) and surrounding 'Park & Ride' lots. The map is credited to the Illinois Department of Transportation.

This map shows an automobile-oriented development area with a central highway corridor (indicated by a thick black line) and surrounding 'Park & Ride' lots. The map is credited to the Illinois Department of Transportation.

ILLIANA
CORPORATION
PARTNERING FOR PROGRESS

Next Steps

- Perform CMP analysis for Illiana project
- Report back to Transportation Policy Committee

**June 24 – 25, 2013
Illiana P3 Industry
Forum**



Transportation Policy Committee Meeting

NIRPC Auditorium

June 11, 2013

MINUTES

Members Present

John Bayler, Patricia Berry, Art Biciunas, Joseph Crnkovich, Stan Dostatni, Phil Gralik, Jeff Huet, Tyler Kent, Christopher Meyers, Mark O'Dell, Don Parker, Shawn Pettit, Craig Phillips, Jezreel Rodriiguez, Claudia Taylor, Mary Jane Thomas, Jim Ton, Thomas VanderWoude, Dwayne Williams, David Wright, Mike Yacullo with Joyce Newland via conference phone.

Guests

Kent Ahrenholtz, Glen Campbell, Jim Earl, David Heinold, Michael Jabo, Peter Kohut, Ed Leonard, Matt Mikus, Chris Moore, Christopher Murphy, Jim Pinkerton, R. Mark Pittman, Chris Reynolds, Ron Shimizu, Lisa Shrader, Tim Werner, Ron Wickman

NIRPC Staff

Mitch Barloga, Gabrielle Biciunas, Bill Brown, Jack Eskin, Kevin Garcia, Amanda Peregrine, Belinda Petroskey, Stephen Sostaric, Mary Thorne

1. Call to Order, Opening and Announcements

- Chairman Shawn Pettit, NIRPC Commissioner and Merrillville Town Councilman, called the meeting to order at 9:10 a.m. with the Pledge of Allegiance and self-introductions.
- The INDOT voluntary participation survey was available on the table.
- Stan Dostatni motioned to approve the minutes of the May 14 meeting; seconded by Joe Crnkovich. Motion carried.

2. Congestion Management Process

Ron Shimizu described a summary of the approach to congestion management analysis as it relates to the Illiana. Parsons-Brinkerhoff will support some of NIRPC's efforts to provide analysis for various performance measures like demand management, safety, volume to capacity ratios, etc. A report will then be taken back to this committee. A public meeting will be held at Lowell Middle School on June 17 from 5-8 p.m. The Illiana P³ Industry Forum will be held June 24-25 in Rosemont, Illinois for the procurement process. Stephen Sostaric reported on an INDOT study of funding continuation for Hoosier state Amtrak service between Chicago and Indianapolis. A study showed that Amtrak ridership has increased by 55% since 1997 through those routes fewer than 400 miles. NIRPC staff will draft a resolution in support of this service to be placed on the July TPC agenda for recommendation to the NIRPC commission at their July meeting.

3. Planning

- a) Memorandum of Understanding – Steve Strains reported that NIRPC's MOU of 2008 with INDOT, IDEM and the transit operators needs to be revised this year. However, INDOT is considering a standardized MOU with all the MPOs and this may be announced next week at the certification review.
- b) Public Participation Plan – Shawn Pettit recently met with Bruce Lindner and Hubert Morgan. He commented that staff has done an excellent job of making every effort to reach out to the public for their input into the draft plan. The Executive Board tabled the action to adopt the plan and appointed an ad hoc committee of volunteer commissioners to hear more comments on the plan. They will report their findings to the Commission at the July meeting.
- c) No report was given on the 2040 Implementation.

Transportation Policy Committee Meeting
June 11, 2013
Minutes

- d) ITS Architecture – Kevin Garcia updated the 2005 database of stakeholders, projects, etc. The ITS Architecture workshop will be held on July 22.
- e) NWI Rail VISION – Jack Eskin reported that the analysis for the at-grade crossing report is ending and the report will discuss economic development opportunities around rail in the region. An update on the Indiana Gateway project, the Marquette Plan as it relates to rail and a presentation on the upcoming fall rail summit will be presented at the next meeting on July 8 at 10 a.m. in the Packer Room.
- f) Air Quality Conformity – Bill Brown said today is an Air Quality Action Day. We are working on conformity for the draft TIP. We were advised to go out for public comment with an exempt TIP. INDOT is taking the lead with the MOVES model and must take out a glitch in their software before processing can continue. We should have the results of the analysis by the end of the week, finalize the documentation and have the public comment period to end either July or August on the conformity and the TIP. No expansion projects will be delayed.

4. Programming

- a) Quarterly TIP Tracking – Gary Evers reported that tracking meetings continue throughout the region. Compliance is in the 90% range.
- b) Transportation Alternatives Program – Mitch Barloga provided the project rankings for TAP projects for Hammond, Chesterton and Griffith, Safe Routes to School sidewalk project for Gary and STP-1 project for Schererville for Phase III of the Pennsy Greenway. On a motion by Stan Dobosz and a second by Don Parker, the committee approved recommendation of the TAP project selection to the NIRPC board
- c) FY 2014-2017 TIP – Gary Evers reported that a TIP with exempt projects will be carried that will be going out for public comment within the next week and will be on the website. There will be no transit projects and no capacity expansion projects. We will come back next month to adopt the TIP and release a TIP amendment for public comment which contains the capacity expansion projects. Later this summer, the transit projects will be added as well.

5. Indiana Department of Transportation

- Chris Reynolds highlighted projects let in May, July and August.

6. Transit Operators Reports

- **NICTD** – Joe Crnkovich reported that May ridership was up about 4% over May 2012. The survey results will be presented at the board meeting on July 26. Dune Park platform work continues, with completion around November. Catenary work continues and NICTD is competing for another TIGER grant. An alternative solution was developed for the Michigan City Study, which would preserve travel along the 10th & 11th Street corridor. The alternatives will be discussed at a public workshop on Thursday at City Hall from 6-8 pm.
- **GPTC** – David Wright reported that ridership figures are up 4% over May 2012. For 2013 to date, ridership is up about 5.2% over the same 2012 period. Complimentary para-transit ridership was up 22% over last year. Upcoming projects include landscaping, roof work and ITS projects. Bids will be opened this month. They will purchase 3 new fixed route vehicles with bike racks. .

7. Federal Highway Administration/Federal Transit Authority

Joyce Newland said NIRPC's certification review will take place June 18 to 20 with a public meeting. TPC members may submit comments on the planning process directly to Joyce or Reggie Arkell of FTA. Steve

Transportation Policy Committee Meeting
June 11, 2013
Minutes

Strains added that staff meetings will take place during the day on both days, with public sessions at NIRPC on June 18 from 5-7 pm and June 19 from 1-3 pm at IUN.

8. Planning Neighbors

- CMAP – Patricia Berry reported that GIS workshops will be held at CMAP. Go to their website at <http://www.cmap.illinois.gov/training> for more information. CMAP has a new microsite on performance based funding.
- South Suburban Mayors and Managers Association – No report.

9. Other Business, Public Comment and Upcoming Meetings at NIRPC

Announcements –

- South Shore Clean Cities is having a CNG Leaders forum at Horseshoe Casino on June 18 at 9 am.
- Bill Brown is retiring from NIRPC after 30 years of service; his last day is June 27. Chairman Pettit, Immediate Past Chair Stan Dobosz and Ty Warner both thanked Bill for his dedicated service to NIRPC and attending about 300 TPC meetings. NIRPC has posted a job announcement.

Upcoming Meetings:

- NIRPC Certification Review – 5 pm to 7 pm June 18 at NIRPC.
- NIRPC Certification Review – 1 pm to 3 pm June 19 at IUN, 3400 Broadway, Gary.
- NIRPC Executive Board – June 20 at NIRPC.
- *Pathway to 2040* Implementation Committee – 9 a.m. July 11 at NIRPC
- Environmental Management Policy Committee – 9:00 am August 1 at NIRPC

The next Transportation Policy Committee meeting will be at 9:00 a.m. Tuesday, July 9, 2013 at NIRPC.

Chairman Pettit adjourned the meeting at 10:10 a.m.



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning

Annotated Agenda

Wednesday, June 12, 2013--9:30 a.m.

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

- 1.0 Call to Order and Introductions** 9:30 a.m.
Mayor Gerald R. Bennett, Board Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes-May 8, 2013**
ACTION REQUESTED: Approval
- 4.0 Executive Director's Report**
4.1 LTA Program update
4.2 Performance-Based Funding Microsite and Booklet: Follow-Up
4.3 CMAP Website Update
4.4 Other Announcements
- 5.0 Procurements and Contract Approvals**
5.1 Contract Approval for Local Technical Assistance (LTA) and Community Planning Program Projects
5.2 Annual Commercial Data Renewal
ACTION REQUESTED: Approval
- 6.0 Committee Reports**
The chair of the Regional Coordinating Committee will provide an update on the meeting held prior to the board meeting. Written summaries of the working committees will also be provided.
ACTION REQUESTED: Informational
- 7.0 Resolution Authorizing Local Match for U.S. Department of Commerce, Economic Development Administration (EDA) Grant**
CMAP submitted a grant proposal to the EDA to fund the Economic Development Local Technical Assistance (ED-LTA) program. CMAP has been notified by EDA that its ED-LTA program proposal has received preliminary selection for a grant pending EDA receiving an allocation of funding in its Economic Adjustment program. Before further

consideration of the proposal, EDA requires that there be a Board resolution authorizing local match committed to the project.

ACTION REQUESTED: Approval

8.0 Appointing a Nominating Committee

Chairman Bennett will appoint a nominating committee to make a recommendation to the Board at its next meeting naming officers and members to the Executive Committee.

ACTION REQUESTED: Informational

9.0 Developments of Regional Importance (DRI) Renewal

In June 2009, the CMAP Board formally adopted its process for reviewing and evaluating large-scale proposals called “**Developments of Regional Importance**” (DRI). The DRI process was the result of over one year of public discussions and presentations aimed toward providing CMAP with an appropriate and relevant protocol for contributing to the successful planning of projects that would likely introduce significant changes to their communities and to the region. CMAP staff recommends continuing the existing process for evaluating Developments of Regional Importance (DRI) until such time that the Board directs its re-examination. No modifications to the existing process are recommended. The Regional Coordinating Committee will be considering this prior to the Board meeting.

ACTION REQUESTED: Approval

10.0 City-Suburban Surface Transportation Program (STP) Split

The current Memorandum of Agreement between the City of Chicago and the suburban Council of Mayors which describes the allocation of federal Surface Transportation Program funds for northeastern Illinois specifies that participating parties will determine whether a new agreement is warranted upon passage of new federal transportation authorization legislation. Given the fact that funding levels have remained constant and the length of the federal legislation is only two years, the MAP-21 Committee has recommended that a new agreement is not necessary.

ACTION REQUESTED: Approval

11.0 Proposed Approach for the New Federal Transportation Alternatives Program (TAP)

MAP-21 created a new federal funding program – Transportation Alternatives – which combined selected eligible project types from the previous Transportation Enhancements, Safe Routes to Schools and Recreational Trails programs. Program funds are sub-allocated to metropolitan planning organizations in areas greater than 200,000. Northeastern Illinois will receive about \$8.5 million per year for this program. Staff will present an approach to programming these funds for the Board’s consideration.

ACTION REQUESTED: Approval

12.0 FY 2014 Unified Work Program

The Regional Coordinating Committee will be considering this item at their earlier meeting, and the Transportation Committee has recommended approval of the proposed

FY 2014 Unified Work Program by the CMAP Board. The Executive Summary details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval

13.0 Draft FY 2014 Budget and Work Plan

The Proposed FY 2014 Budget and Work Plan was presented at last month's meeting for discussion purposes. The document remains the same as presented last month. Staff is seeking approval of the FY 2014 budget and work plan.

ACTION REQUESTED: Approval

14.0 Regional Freight Leadership Task Force Proposed Membership

At the CMAP Board's March 13, 2013 meeting, staff discussed the initial scope for a Regional Freight Leadership Task Force, and that a membership would be identified and presented to the Board for approval at the June meeting. The proposed membership is attached.

ACTION REQUESTED: Approval

15.0 State Legislative Update

The General Assembly adjourned on May 31. Staff will update the Board on relevant legislative activities that we monitored based on our [State Legislative Framework](#) and [Agenda](#).

ACTION REQUESTED: Informational

16.0 IDOT Illiana Presentation

IDOT has requested that the Illiana Corridor be amended as a fiscally constrained major capital project in GO TO 2040. Previous to this request, CMAP published guidelines that established the required process and timeline for evaluating the proposal prior to CMAP staff presenting a recommendation to the CMAP Board and MPO Policy Committee in October. Consistent with these guidelines, IDOT has prepared a detailed assessment of the Illiana Corridor proposal tailored to addressing GO TO 2040 themes and priorities that they will present at the meeting. CMAP guidelines and IDOT's Illiana assessment are attached.

ACTION REQUESTED: Informational

17.0 GO TO 2040 Update Process

MAP-21 continues the federal requirement that the metropolitan transportation plan must be prepared and updated every four years in nonattainment areas. CMAP's comprehensive regional plan, GO TO 2040, serves as the region's metropolitan transportation plan. No new policy changes to the plan are anticipated. The update will include new elements required by MAP-21 and other necessary updates. The final update is due October 2014. CMAP staff will provide a brief overview of the anticipated process.

ACTION REQUESTED: Informational

18.0 Other Business

19.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

20.0 Next Meeting

The Board is on call for July and August. It is anticipated that the Board will not need to meet again before the September 11, 2013 meeting.

21.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

____ Gerald Bennett, Chair
____ Frank Beal
____ Susan Campbell
____ Roger Claar
____ Michael Gorman
____ Elliott Hartstein
____ Al Larson

____ Andrew Madigan
____ Marilyn Michelini
____ Heather Weed Niehoff
____ Raul Raymundo
____ Rick Reinbold
____ Rae Rupp Srch
____ Dan Shea

____ Peter Silvestri
____ André Ashmore
____ Leanne Redden
____ Sean O'Shea

CMAP Board Meeting

June 12, 2013

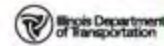
Tier Two



Presentation Agenda



Tier Two

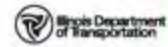


- **Project Overview**
- **Status in GO TO 2040 Plan**
- **Consistency with GO TO 2040 Plan**
- **Next Steps**

Project Overview

Tier Two

History of Illiana



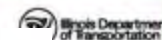
- 1909 Plan of Chicago recommended an “outer encircling highway”
- Decades of strong regional & local support
- 2008- 2010: Feasibility studies
- Spring 2010: Illiana P3 legislation passed in both States
- Fall 2010: Go To 2040 Plan adopted
- Spring 2011: Illiana Corridor Tiered EIS initiated



Study Process



Tier Two



Tier One

STAKEHOLDER INVOLVEMENT

*Identify
Transportation
Needs*

*Develop & Evaluate
Alternatives for
All Modes*

*Select
Preferred
Alternative*

COMPLETED TIER ONE FEIS/ROD JANUARY 2013

Tier Two

STAKEHOLDER INVOLVEMENT

**Detailed Engineering and Environmental
Studies of Preferred Alternative**

**COMPLETION TIER TWO FEIS/ROD
WINTER/EARLY SPRING 2014**



Transportation Need

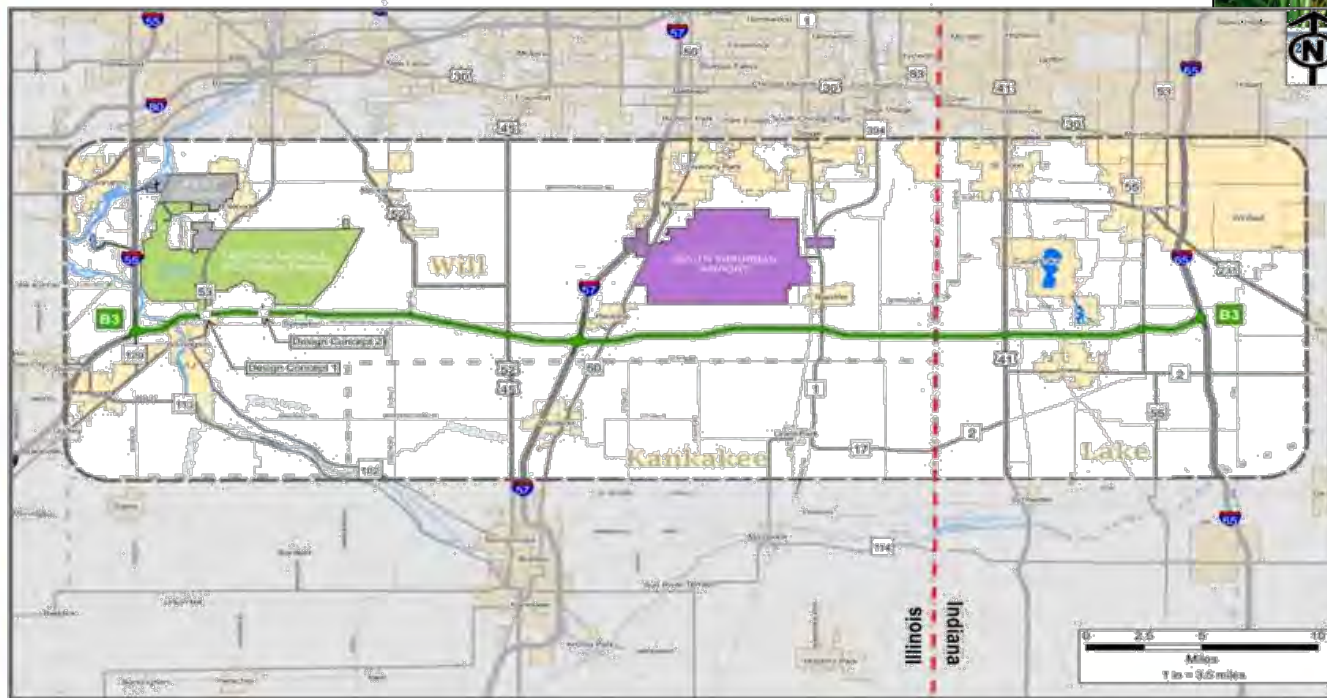
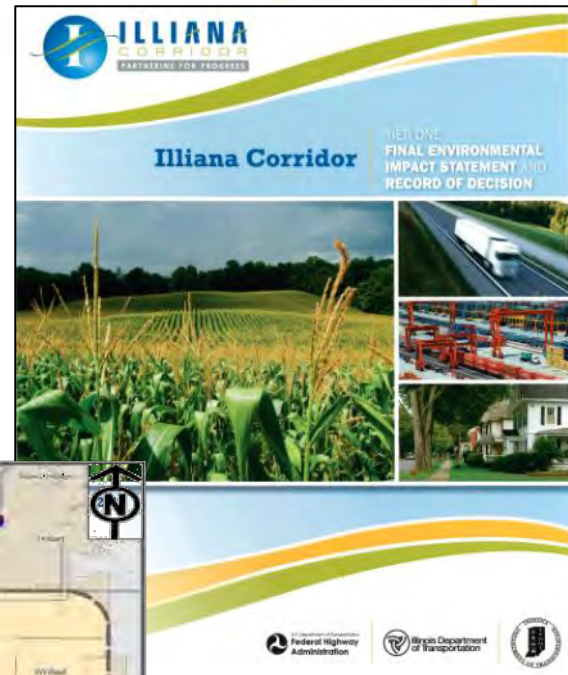
- Lack of continuous & multi-lane east-west roads
- I-80 congested & assumed at full build out
- National truck freight increasing
- Majority of truck trips are passing through
- 47,000 daily intermodal truck trips by 2040
- Truck trips will increase by 193% by 2040



Tier One Final Environmental Impact Statement / ROD



- Preferred Corridor Recommendation of B3 and No Action Alternative to be studied in Tier Two



First combined
FEIS/ROD
issued in
country under
new MAP-21
streamlining
provisions



Extensive Stakeholder Involvement



Bi-State Context Sensitive Solutions Process

- Corridor Planning Group Meetings (12)
- Land Use Technical Task Force Meetings (3)
- Public Meetings (4 rounds)
- Tier One DEIS Public Hearing (1 round)
- Landowner Meetings (5)
- One-on-One Meetings with Local Jurisdictions, Agencies, Organizations, Interest Groups (200)
- IllianaCorridor.org website (90,000 unique visitors)



Status in GO TO 2040 Plan

Tier Two



Status in GO TO 2040 Plan



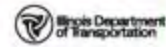
- Phase I engineering - in Plan
- Construction - fiscally unconstrained portion of the Plan
- Tier Two (NEPA) Schedule:
 - Public Meeting # 2 – June 17 & 18
 - Draft EIS Release & Public Hearing – Fall 2013
 - Tier Two Completion – March 2014
- P3 Schedule:
 - Vendor Forum – June 24 & 25
 - Request for Qualifications – Summer 2013
 - Request for Proposals – Fall 2013
 - Financial Close – Fall 2014
 - Construction begins (earliest) – 2015



Proposed Amendment to GO TO 2040 Plan



Tier Two



- Inclusion in fiscally constrained portion of plan required for NEPA approval
- Accelerated NEPA & P3 schedule requires Plan consideration prior to 2014 Plan update
- IDOT has furnished supporting documents for CMAP staff review
- IDOT has requested amending the long-range transportation plan at the October 2013 MPO Policy Committee meeting

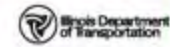


Consistency with GO TO 2040 Plan

Tier Two

Consistency with GO TO 2040

Tier Two

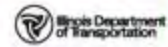


- Four Key Principles
 - Regional Mobility
 - Livable Communities
 - Human Capital
 - Efficient Governance

Regional Mobility



Tier Two



- Invest Strategically in Transportation
 - GO TO 2040 cites the need to develop innovative financing
 - “Pursuing public-private partnerships, as appropriate”
 - Funding and Financing
 - Enabling P3 legislation passed in both states
 - Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) application being prepared for Illiana project
 - Illiana will be a tolled facility
 - Financial analysis ongoing
 - P3 successful in Indiana
 - Indiana Toll Road
 - Ohio River Bridge



Regional Mobility



Tier Two



- Invest Strategically in Transportation (cont.)
 - GO TO 2040 says the “costs of congestion are real and serious, and include lost time and fuel, decreased productivity, inefficient freight movements, and pollution.”
 - Illiana project addresses the costs of congestion:
 - Savings of 3.4 million vehicle hours of travel annually in 2040
 - Reductions of 26 million congested vehicle miles of travel annually in 2040
 - Increased long-term productivity estimated at \$3.9 billion
 - 46 million fewer truck miles of travel annually in 2040 on arterial roads in the Study Area

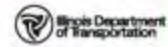


S-1273



- Invest Strategically in Transportation (cont.)
 - GO TO 2040 says to use “criteria to measure the performance of projects”
 - Illiana project addresses project evaluation criteria:
 - Economic Development: 28,000 long-term, 9,100 short-term jobs
 - Jobs-Housing Access: 18,000 more jobs within 30 minutes of travel
 - Cost: estimated at \$1.3 billion (YOE) of which Illinois share is \$950 million
 - GO TO 2040 estimate: \$2.87 billion in 2009\$
 - Illiana study – greater detail, comparison to similar recent projects in both States
 - Connectivity: provides major east-west highway improvement & connects major north-south routes in southern portion of region

Regional Mobility



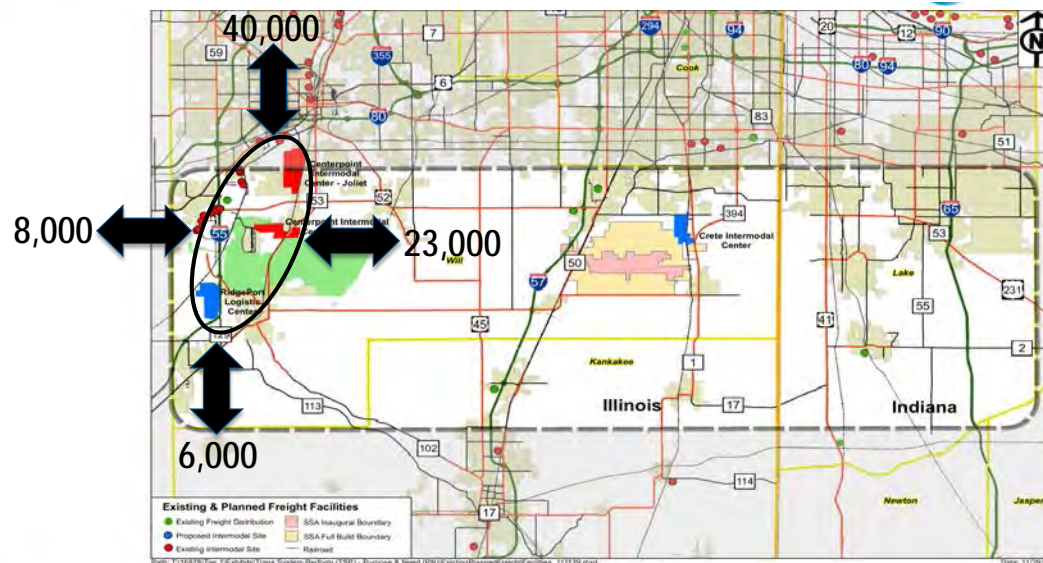
- Increase Commitment to Public Transit
 - GO TO 2040 says that the region's transit system should be strengthened through ... "supportive land use planning, make small-scale infrastructure investments, and provide other local support to make transit work better"
 - Illiana project is facilitating transit through:
 - Reduced congestion in South Sub-Region & Study Area, benefitting fixed-route bus services
 - Providing improved access to existing and future radial transit system



Regional Mobility

Tier Two

National Truck Freight Model developed for Illiana Corridor Study to estimate long-distance truck trips



One of largest container ports in the U.S., including two existing and two planned intermodal facilities




■ Create a More Efficient Freight Network

- GO TO 2040 supports planning for an efficient, regional, multimodal freight system, including “support for regional trucking improvements...”
- Illiana project supports a more efficient freight network by:
 - Improving national east-west truck freight movement
 - Improving access/egress to existing and planned intermodal facilities in or near the Study Area
 - Approximately 35% to 50% of Illiana traffic are trucks
 - \$26 million in truck delay savings





Tier Two

 Illinois Department of Transportation

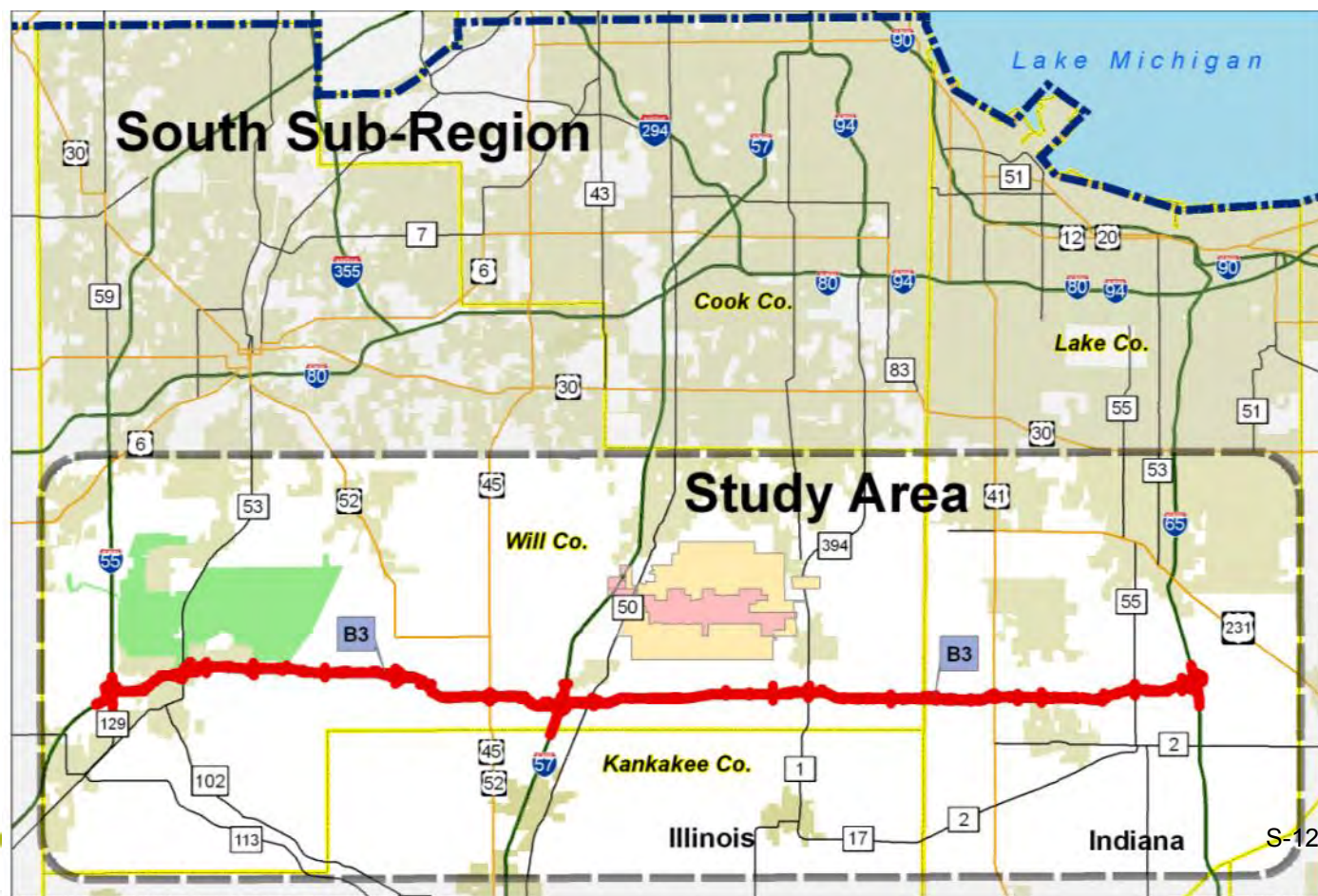
- 20



Livable Communities

Tier Two

- Providing a strong foundation for community livability
 - Reduction in over 3 million vehicle hours of travel annually in 2040 in South Sub-Region including I-80 & major east-west arterials
 - Reduction of nearly 1 million truck hours of travel in Study Area annually in 2040

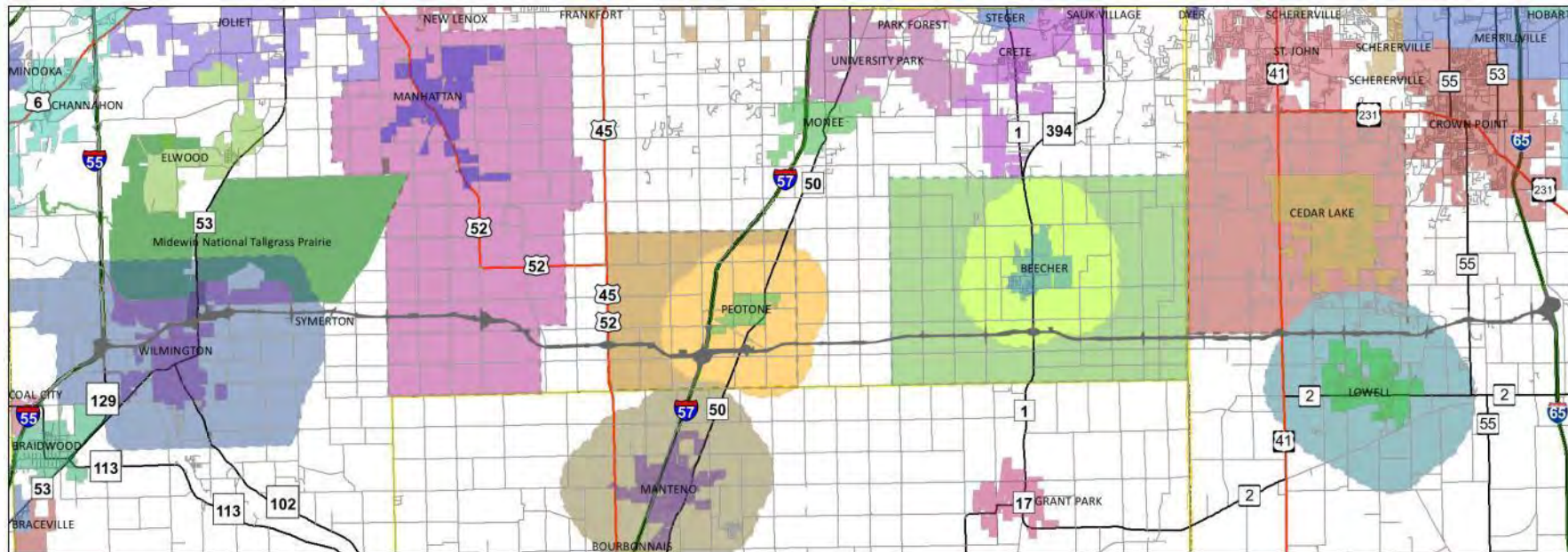
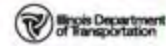


S-1279

Livable Communities



- Municipal planning areas/boundaries already cover substantial portions of the corridor



- Average increase in density of 10 persons per sq. mile for 2040 Build vs. No Build in the townships touching the Illiana Corridor
- Local planning authorities along the corridor concur that goals of creating economic development with modest manageable growth are met with Illiana



- Manage & Conserve Water & Energy Resources
 - Illiana project will address through:
 - Commitment to developing sustainable transportation solutions, including use of best management practices (BMPs) to maintain water quality through:
 - Naturalized vegetation
 - Detention areas that have a natural shape and cross section along the perimeter to promote vegetation establishment
 - Water quality wetland/detention pond
 - Bio-swales
 - Infiltration catch basins
 - Consistent with GO TO 2040, which recommends that “all governmental bodies that undertake construction activities should implement policies that require the use of site-appropriate green infrastructure practices for stormwater management.”

Livable Communities

Tier Two



Opportunity Area Example



Legend

-  Water Quality Best Management Practices
-  Prairie or Forest Restoration/Enhancement
-  Wetland/Riparian Buffer
-  Proposed Right-of-Way
-  Wildlife Crossing

Livable Communities



Tier Two



■ Manage & Conserve Water & Energy Resources (cont.)

- Illiana project will address through (cont.):
 - Other sustainable design practices will be used:
 - Roadway alignments that mimic existing grades where possible
 - Cuts & fills shaped to match slopes of existing landscape
 - Sustainable construction techniques
 - Commitment to use FHWA's INVEST sustainability tool through all phases of project implementation to promote sustainable design & construction practices.



Affected Triple Bottom Line Principles

Livable Communities



■ Manage & Conserve Water & Energy Resources, Expand and Improve Parks & Open Space (cont.)

— Illiana project will address through (cont.):

- Facilitating the framework for local planning of land use to ensure the overall quality of life is maintained & enhanced. Stimulating & supporting sustainable features are being discussed:
 - Open space
 - Trails
 - Transit
 - Greenways
 - Recreation
 - Water quality
 - Wildlife crossings
 - Farmland preservation
 - Utilities

Wildlife Crossing



Human Capital



- Improve Education & Workforce Development, Support Economic Innovation
 - Illiana project will address human capital through:
 - Increased short & long-term job creation
 - Improved job accessibility
 - Support for logistics operations in the region, a core cluster industry according to GO TO 2040



Efficient Governance



Tier Two



■ Pursue Coordinated Investment

- Illiana project will support coordinated investment through:
 - Facilitating a coordinated corridor land use study to be led by Will County in partnership with municipalities to coordinate land use and community planning activities in the corridor.
 - CMAP GO TO 2040 Plan says one size does not fit all. Along this corridor, there are interests in:
 - Economic development
 - Natural resource protection
 - Sustainability tactics
 - Smart growth concepts
 - Complete streets
 - The corridor is not homogeneous in their aspirations and their settings, which is why a coordinated land use effort is being initiated



Next Steps

Tier Two



Next Steps

- Continued coordination with CMAP
 - Presentations, information sharing
 - Consideration of Plan Amendment
- Continue NEPA process
 - Technical studies
 - Stakeholder outreach
- Advance P3 procurement
 - Vendor Forum
 - RFQ, RFP





Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP)

Board Meeting Minutes

June 12, 2013

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Board Members Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Susan Campbell-representing the City of Chicago, Roger Claar-representing Will County, Michael Gorman-representing Cook County, Elliott Hartstein-representing Lake County, Andrew Madigan-representing the City of Chicago, Marilyn Michelini-representing Kane and Kendall Counties, Heather Niehoff-representing the City of Chicago, Raul Raymundo-representing the City of Chicago (via tele-conference), Rick Reinbold-representing South Suburban Cook County, Rae Rupp Srch-representing DuPage County, Dan Shea-representing McHenry County, Peter Silvestri-representing Cook County, and non-voting members Sean O'Shea -representing the Governor's office.

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Patricia Berry, Kermit Wies, Jesse Elam, Andrew Williams-Clark, Ylda Capriccioso, Randy Deshazo and Sherry Kane

Others Present:

Mike Albin-DMMC, Jennifer Becker-Kane/Kendall Council of Mayors, Len Cannata-WCMC, Bruce Camitchel-IDOT, Chalen Daigle-McHenry County Council of Mayors, John Donovan-FHWA, Yonan Freemark-MPC, Pete Harmet-IDOT, Katie Kukiela-IDOT/AECOM, Stacy Meyers-Openlands, Hugh O'Hara-Will County Governmental League, Ed Paesel-SSMMA, Mark Pitstick-RTA, Chris Schmidt-IDOT, David Seglin-CDOT, Ron Shimizu-Parsons Brinckerhoff, Vicky Smith-SW Conference, Deb Spencer-MPC, Mike Walczak-NWMC, and Tammy Wierczak-WCMC

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:30 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes. Board Chair Mayor Bennett announced that Dan Shea, representing McHenry County, who had served as a CMAP board member since the beginning of CMAP, would be leaving the Board. Bennett, on behalf of all the Board thanked him for the time and energy he gave to the agency and wished him well. Shea stated that he was honored to serve and it had been a very special pleasure to work with CMAP.

Bennett also introduced Carolyn Schofield, who will serve as the newly-appointed member representing McHenry County.

3.0 Approval of Minutes

A motion to approve the minutes of the May 8, 2013 meeting of the CMAP Board as presented was made by Dan Shea and seconded by Mayor Marilyn Michelini. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Randy Blankenhorn reported on the following topics. The Local Technical Assistance (LTA) program update was included in the Board's materials. Applications for the next call for projects are due June 26. The performance-based funding pamphlet had been completed and had been forwarded to regional members of the General Assembly. A demonstration of the agency's web with a new design that will make the site more user-friendly, with content organized in four main areas of Livability, Economy, Mobility and Data, Blankenhorn continued, will be given in October. Finally, Blankenhorn reported that CMAP had been the recipient of the Urban Land Institute (ULI) Vision Award for GO TO 2040.

5.0 Procurements and Contract Approvals

The following procurements were presented for approval. Camiros, Gensler, HLA, Lakota, Sam Schwartz, SCB and Teska, were pre-qualified to provide consulting assistance with the Local Technical Assistance (LTA) projects, funding for which will not exceed limits allocated in the UWP for FY 2013 and FY 2014. A number of one-year renewals for purchases of commercial data (as itemized in the Board memo included in the packet) in the total amount of \$340,000 were also presented for approval. A motion to approve the contract awards and purchases, as presented was made by Rae Rupp Srch, seconded by Mayor Marilyn Michelini, and with all in favor carried.

6.0 Committee Reports

Elliott Hartstein, chair of the Regional Coordinating Committee reported the following from the meeting that occurred earlier in the morning. First, the committee recommended approval of the FY 2014 Unified Work Program, totaling \$21.8 million. These are federal planning funds that support the majority of CMAP's operations as well as transportation planning by other entities throughout the region. The committee recommended approval of the Developments of Regional Importance (DRI) process. The DRI process was adopted by the Board in 2009, and no modifications had been made to the existing process. A status update on the CREATE program was given by staff from the Chicago Department of Transportation. The presentation focused primarily on the status of projects, funding

issues, and next steps. A presentation from CMAP staff about regional housing trends was also given. Over the last year, staff has been presenting analysis of these issues on the CMAP policy blog. Finally, Hartstein concluded, staff reported on the GO TO 2040 plan update. A state legislative update was also given.

7.0 Resolution Authorizing Local Match for U.S. Department of Commerce, Economic Development Administration (EDA) Grant

Executive Director Randy Blankenhorn reported that CMAP had been notified that its Economic Development Local Technical Assistance (ED-LTA) grant proposal was being considered pending an Economic Development Administration (EDA) allocation of funding in its Economic Adjustment program. A resolution authorizing \$200,000, from the FY 2013 state planning fund, for the local match to a U.S. Department of Commerce, Economic Development Administration (EDA) grant, should that grant be awarded, was recommended for adoption. A motion by Mayor Marilyn Michelini, to adopt the resolution authorizing the local match was seconded by Commissioner Peter Silvestri and with all in favor, carried.

8.0 Appointing a Nominating Committee

Board Chair Mayor Bennett appointed the following to serve as the nominating committee to make a recommendation to the Board at its next meeting naming officers and members to the Executive Committee: Andrew Madigan, representing the City of Chicago; President Rich Reinbold, representing suburban Cook County; and Mayor Roger Claar, representing the collar counties. Bennett also reminded of the following new procedure that had been approved earlier this year. Staff will work with the nominating committee contacting all board members to gauge interest in remaining on or becoming a member of the Executive Committee. The nominating committee will convene their respective subregional caucus to discuss and determine their subregion recommendation. The nominating committee would then convene and make its recommendation for the full board's consideration. Bennett thanked everyone in advance for their service.

9.0 Developments of Regional Importance (DRI) Renewal

Executive Director Randy Blankenhorn gave a brief background of the Developments of Regional Importance (DRI) process for reviewing and evaluating large-scale projects that was adopted by the Board as a pilot program in 2009. CMAP has not received or considered a single DRI and staff recommends continuing the existing process until such time as the Board directs a re-examination. A motion by Dan Shea, to continue the DRI process as it exists today, was seconded by Rae Rupp Srch and with all in favor, carried.

10.0 City-Suburban Surface Transportation Program (STP) Split

Executive Director Randy Blankenhorn reported that the current Memorandum of Agreement between the City of Chicago and the suburban Council of Mayors which describes the allocation of federal Surface Transportation Program funds for northeastern Illinois specifies that participating parties will determine whether a new agreement is warranted upon passage of new federal transportation authorization legislation. Given that funding levels have remained constant and the length of the federal legislation is only

two years, the MAP-21 Committee has recommended that a new agreement is not necessary. A motion by President Michael Gorman to continue the agreement as it exists was seconded by Rae Rupp Srch and with all in favor, carried.

11.0 Proposed Approach for the New Federal Transportation Alternatives Program (TAP)

CMAP staff Jesse Elam reported that the current transportation bill, MAP-21, created a new program called Transportation Alternatives by combining several other programs: Transportation Enhancements, Safe Routes to School, and the Regional Trails Program. It also gave larger metropolitan planning organizations like CMAP the responsibility to select projects to fund with the Transportation Alternatives money. While there is a longer list of eligible projects in the law, for a couple of reasons, staff recommends focusing CMAP's funding on bicycle and pedestrian projects. Expecting a little more than \$8.5 million per year over two years, staff feels it can do important things with the funding, and proposes to focus the program so it has a meaningful impact. Since funds will only be available for three years after they are authorized, there are a number of bike/ped projects that could proceed quickly under the Transportation Alternatives program, there always seems to be a lot more demand for bike/ped projects than there is funding, and since this Board has previously directed staff to use a performance-based approach to programming, the evaluations we do for bike/ped projects are already fairly robust. Elam also reported that IDOT is also running a statewide Transportation Enhancement program that will contain a broader range of eligible project types other than a bike or pedestrian project. Finally, staff is proposing a call for bicycle and pedestrian projects starting in mid-July and running to August 20 to be timed with IDOT's call for projects. Project selection criteria would be discussed at the working committee level in early fall, with the draft program of projects going to the Board and Policy Committee in January with an intervening stop at the Transportation Committee. A motion by Commissioner Peter Silvestri was seconded by President Michael Gorman concurring with the staff recommendation for CMAP's focused funding of Federal Transportation Alternatives (TAP) to bike/ped projects, as had been presented. All in favor, the motion carried.

12.0 FY 2014 Unified Work Program

Deputy Executive Director Dolores Dowdle reported that in March the Unified Work Program (UWP) committee approved its proposed FY 2014 Unified Work Program totaling \$21,801,019 and includes \$16,837,254 in FHWA and FTA regional planning funds as well as \$4,963,764 in local match. A total of 15 projects, as were outlined in the Board's material, and associated funding had been considered by CMAP's Transportation Committee, who gave its recommendation to the Coordinating Committee that likewise recommends approval by the full Board, as well as the MPO Policy Committee. A motion by Rae Rupp Srch was seconded by President Marilyn Michelini to approve the FY2014 Unified Work Program (UWP) as had been presented. All in favor the motion carried.

13.0 Draft FY 2014 Budget and Work Plan

Having been presented last month, Executive Director Randy Blankenhorn reported that no concerns had been raised nor had any changes been made to CMAP's Draft FY 2014

Budget and Work Plan. A motion by Commissioner Peter Silvestri, was seconded by Rae Rupp Srch to approve the FY 2014 Budget and Work Plan as was presented. All in favor, the motion carried.

14.0 Regional Freight Leadership Task Force Proposed Membership

Following up on a previous staff report to the Board in March to name a task force to look at opportunities to improve freight mobility, coordination and revenue development, CMAP staff Randy Deshazo returned with a proposed list of task force members. Chaired by President Gorman, the task force is comprised of 14 members representing both public and private stakeholders in freight. Deshazo continued, by approving the proposed membership outlined in the memo contained in the Board's material, staff will prepare to hold the first meeting of the task force in September. A motion by Rae Rupp Srch was seconded by President Michael Gorman to approve the proposed slate of Regional Freight Leadership Task Force members. All in favor, the motion carried.

15.0 State Legislative Update

CMAP staff Ylda Capriccioso presented a recap of the activities of the Illinois General Assembly that adjourned on May 31, but are scheduled to return to Springfield on June 19 to address the unfinished business of pension reform. Capriccioso drew attention to the following: the Illinois General Assembly passed a general revenue budget of \$35.4 billion. IDOT's budget was also approved that includes a \$6 million appropriation from the road fund for metropolitan planning organizations. CMAP typically receives \$3.5 million from that funding source. A few days before the end of session, Capriccioso continued, two identical bills surfaced that would take a new approach in funding transportation. HB 3637 and SB 2589 propose to replace the existing motor fuel tax with a 9.5% wholesale tax on gasoline, as well as increases to various fees and vehicle registrations. CMAP policy staff is currently analyzing the bill, its fiscal impact and its application to the performance based funding and capital bill principles. Finally, letters had been addressed to our delegation pointing to the Performance-Based Funding microsite. It is staff's intention to follow-up over the summer with our reps about this policy effort.

16.0 IDOT Illiana Presentation

Deputy Executive Director Kermit Wies gave a brief overview of the material that had been included in the Board packet, indicating that CMAP's evaluation of IDOT's request to amend GO TO 2040 to include the Illiana Corridor project would be complete and released for public comment in August.

A presentation was given by IDOT's Steve Shilke that supported the request to amend the GO TO 2040 plan to include this project. Shilke gave an overview that covered the history of the project dating back to 2008-2010 feasibility studies, Tier One and Ttier Two study processes, the status of the project related to inclusion in GO TO 2040, while reporting consistency with four (4) GO TO 2040 key principles, including: Regional Mobility, Livable Communities, Human Capital and Efficient Governance. Shilke also described next steps that include continued coordination with CMAP, continuing the NEPA process and Advancing P3 procurement, ultimately with a formal request in

October to move the project from a fiscally unconstrained to a fiscally constrained project in GO TO 2040.

A lengthy discussion ensued, with many of the Board members voicing concerns over financing and economic impacts of the project.

In conclusion, Executive Director Randy Blankenhorn reported that CMAP's staff analysis would be completed and released for public comment through the end of August, with staff recommendations to the CMAP Board and Policy Committee at the joint meeting in October.

17.0 GO TO 2040 Update Process

CMAP staff Andrew Williams-Clark gave an overview of the GO TO 2040 update process that is already underway. GO TO 2040 serves, Williams-Clark stated, as the region's metropolitan transportation plan and therefore must be updated next year, per MAP-21 requirements. No new policy changes to the plan are anticipated, meaning that the plan's policy recommendations will remain unchanged. GO TO 2040 indicators will be updated, however, with the most recent data in coordination with the nearer term Plan Implementation Report project. The implementation action areas (matrices) at the end of each chapter will also be updated to reflect the evolution of plan implementation. The update will include new elements required by MAP-21 and other necessary updates, Williams-Clark continued, and the financial plan and major capital projects will be updated with the original list serving as a baseline. Socioeconomic forecasts will be based on the GO TO 2040 preferred scenario, but updated to reflect the current recession. The project will begin with the new fiscal year in July and the final update is due October 2014.

18.0 Other Business

There was no other business before the CMAP Board.

19.0 Public Comment

Mark Pitstick, on behalf of the Regional Transportation Authority (RTA) announced the availability of RTA's draft Regional Transit Strategic Plan for public comment and provided a handout summarizing plan recommendations and opportunities for providing public comment on the plan, including submitting comments on-line and attendance at public hearings throughout the region.

Peter Skosey, Metropolitan Planning Council (MPC), on the topic of Illiana, offered that MPC is a very strong proponent of performance-based funding, and that at a cost of \$1 billion, this is extremely important for the region and the state. Skosey went on to say that MPC had developed a list of questions for IDOT as well and would be happy to share those with the CMAP Board.

Stacy Meyers, Openlands also addressed the Board on the topic of Illiana stating that the project undermines GO TO 2040 in preserving openspace, affects agriculture, does not have consensus, there are comprehensive problems that the Illiana project will not solve, and the vision that was created by GO TO 2040 should be upheld.

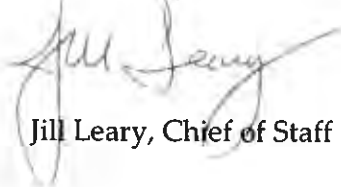
20.0 Next Meeting

The Board is on call for July and August. It is anticipated that the Board will not need to meet again before the September 11, 2013, meeting.

21.0 Adjournment

At 11:03 a.m., a motion to adjourn by Dan Shea was seconded by Mayor Marilyn Michelini. All in favor, the motion carried.

Respectfully submitted,



Jill Leary, Chief of Staff

06-13-2013

/stk

Approved, as presented, by unanimous vote, September 11, 2013

Stakeholder Meeting Agenda Metra

Thursday, June 13, 2013
2:30 p.m. @ Metra Office

Agenda Items:

1. Introductions
2. Currents Status of Corridor Alignment Alternatives
 - a) Roadway alignment
 - b) Interchange locations
 - c) Road connectivity
3. P3 Status and Schedule
4. Other Items



The way to really fly.

Meeting Attendance

Subject	Illiana / Metra	Meeting Owner	David Kralik
Date	6/13/13	Time	2pm
		Location	Metra 5th Floor Eng. CR
Name	Affiliation/Position	Phone #	E-mail
1. David Kralik	Metra Dist. Head Long Range Planning	312 322 8035	dkralik@metra.org
2. Ron Shuman	Petersen Berkehoff	312-803-6638	rshuman@petersen-berkehoff.com
3. Katie Kukiela	IDOT, Project Manager	847-705-4126	katie.kukiela@illinois.gov
4. Kirsten Andersen	Metra, Trans. Planning Analyst	312 322 8033	kandersen@metra.org
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
21.			
22.			

NOTE: Meeting owner should retain the original form in his/her files.

STAKEHOLDER MEETING SUMMARY

METRA

Date: June 13, 2013

Time: 2:30 PM

Location: Metra Office, 5th Floor Eng. Conference Room, 547 W. Jackson Blvd., Chicago, IL

A stakeholder meeting was held to update Metra and gather input on the current status of the Illiana project. Meeting attendees included David Kralik and Kristen Andersen from Metra, Katie Kukielka, IDOT Project Manager, Rick Powell (remote) and Ron Shimizu from Parsons Brinckerhoff. The following items were discussed:

- Ron Shimizu provided a summary of the current status of the Illiana Corridor Study. The Tier One Final Environmental Impact Statement and Record of Decision were approved in January for the B3 Corridor. The Tier Two study was initiated to define an alignment in the 2000-foot wide corridor. The current proposed alignment and interchange options were displayed on a roll plot map and summarized. The study was now considering two new interchanges, at Wilton Center Road (Cedar), and IL-50 based on stakeholder input. The current proposed road closures were also presented. The proposed road closures were based on an economic analysis, followed by discussions with emergency service providers, school districts, and local governments. An Illiana P3 Industry Forum is scheduled for June 24 and 25 to gain input from the industry on structuring a P3 for the Illiana project. The current schedule was for the release of the Tier Two Draft Environmental Impact Statement in fall followed by the public hearing. Tier Two was expected to be completed in spring of 2014.
- David Kralik said that the B3 corridor was too far out for Metra to justify any reservation for future rail service.
- Metra has initiated the development of a Strategic Plan. The main focus is on the state of good repair for their existing assets. Potential future extensions, such as the Metra Electric District, the SouthEast Service, and the SouthWest Service to Midewin are probably beyond the life of this project. Full service and the extension of the SouthWest Service are on the unconstrained list of CMAP GO TO 2040 projects, but the 75th Street connection to the Rock Island District was included in the financially constrained list of projects.
- With regards to the proposed interchanges, Metra would like as direct a path as possible to their stations.
- Metra supports an IL-50 interchange on Illiana because it would provide access to existing and potential future stations.

The meeting concluded at approximately 3:15 PM.



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MPO Policy Committee

Annotated Agenda

June 13, 2013—10:00 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

- 1.0 Call to Order and Introductions** 10:00 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – March 14, 2013**
ACTION REQUESTED: Approval
- 4.0 Agency Reports**
 - 4.1 Council of Mayors' Report
 - 4.2 CMAP Board Report
 - 4.3 CMAP Staff Report
- 5.0 Nominating Committee for the Office of Vice Chairman**

The MPO bylaws state "each year during June, after notice to the membership in the call and agenda of a particular meeting, the Chairman shall appoint a subcommittee of five members of the Policy Committee to nominate at a meeting in October, the name or names of candidates for election to the office of Vice Chairman of the Policy Committee for the following year". The members of the nominating committee must include one person from each of the following areas: municipal government or municipal corporation, highway or roads administration, public transportation agency or other transportation provider, regional planning agency, and county government.

ACTION REQUESTED: Appointment of the Nominating Committee
- 6.0 City-Suburban Surface Transportation Program (STP) Split**

The current Memorandum of Agreement between the City of Chicago and the suburban Council of Mayors which describes the allocation of federal Surface Transportation Program funds for northeastern Illinois specifies that participating parties will determine whether a new agreement is warranted upon passage of new federal transportation

authorization legislation. Given the fact that funding levels have remained constant and the length of the federal legislation is only two years, the MAP-21 Committee has recommended that a new agreement is not necessary.

ACTION REQUESTED: Reaffirm the current agreement

7.0 Self Certification

The State and the MPO are required to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements at least every four years. CMAP's process is well documented on its website and in its other products, including the Unified Work Program, the Congestion Management Process, the Transportation Improvement Program and the comprehensive regional plan, GO TO 2040. A summary of the elements in the self-certification and how they are being met is attached.

ACTION REQUESTED: Approval of Self Certification

8.0 Fiscal Year 2014 Unified Work Program (UWP)

The Transportation Committee and the Regional Coordinating Committee have recommended the approval of the proposed FY 2014 Unified Work Program (UWP) to the Policy Committee and the CMAP Board. The FY 2014 UWP totals \$21,801,019 and includes \$16,837,254 in FHWA and FTA regional planning funds and \$4,963,765 in matching funds. The attached Executive Summary details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval of FY 2014 Unified Work Program

9.0 Updated 5307/5340 Capital and Planning Funds for Designated Recipients

At its March meeting, the MPO Policy Committee approved the allocation of the Section 5307 and Section 5340 Capital and Planning funds and designated the Service Boards (CTA, Metra and Pace) as recipients of such funds in FFY 2013 for the amounts available. The final FFY 2013 appropriation was posted on the Federal Transit Administration's website on May 14. RTA has sent notice of the split of the final Section 5307/5340 capital and planning funds to CTA, Metra and Pace. Resolutions 13-04 through 13-06 update the distribution of the final appropriations of the total of \$237,040,423 for northeastern Illinois. The recommended distribution to the Service Boards is \$123,453,365 to the CTA; \$79,102,184 to Metra; and \$34,484,873 to Pace. The partial amounts distributed in March are included in these totals. The allocations are contingent on RTA Board approval at its June 2013 meeting.

ACTION REQUESTED: Approval of amended Resolutions 13-04 through 13-06

10.0 Transportation Alternatives Program

MAP-21 created a new federal funding program – Transportation Alternatives – which combined selected eligible project types from the previous Transportation Enhancements, Safe Routes to Schools and Recreational Trails programs. Program funds are sub-allocated to metropolitan planning organizations in areas greater than 200,000. Northeastern Illinois will receive about \$8.5 million per year for this program. Staff will present an approach to programming these funds for the Policy Committee's consideration.

ACTION REQUESTED: Approval of Transportation Alternatives programming approach

11.0 Congestion Mitigation and Air Quality Improvement Program (CMAQ)

An update on CMAQ program development and monitoring will be provided. The CMAQ obligation brochure for May showing progress toward the region's 2013 obligation goal is attached.

ACTION REQUESTED: Information

12.0 Capital Program Principles

The CMAP Board approved capital program principles at its May 8 meeting. In recent months, transportation and business leaders across Illinois have begun a conversation about a potential new capital program. Given the lack of stable funding, the continuation of the arbitrary "55/45 split" that directs only 45 percent of State highway funds to the Chicago region, and the lack of transparent project selection, CMAP believes that any new State capital program must be coupled with reform.

ACTION REQUESTED: Information and Discussion

13.0 IDOT Illiana Presentation

IDOT has requested that the Illiana Corridor be amended as a fiscally constrained major capital project in GO TO 2040. Previous to this request, CMAP published guidelines that established the required process and timeline for evaluating the proposal prior to CMAP staff presenting a recommendation to the CMAP Board and MPO Policy Committee in October. Consistent with these guidelines, IDOT has prepared a detailed assessment of the Illiana Corridor proposal tailored to addressing GO TO 2040 themes and priorities that they will present at the meeting. CMAP guidelines and IDOT's Illiana assessment are attached.

ACTION REQUESTED: Information and Discussion

14.0 Regional Freight Leadership Task Force Proposed Membership

At the CMAP Board's March 13, 2013 meeting, staff discussed the initial scope for a Regional Freight Leadership Task Force, and that a

membership would be identified and presented to the Board for approval at the June meeting. The proposed membership is attached.
ACTION REQUESTED: Information

15.0 Legislative Update

Staff and member agencies will update the Committee on the status of various legislative initiatives at the federal and state level.

ACTION REQUESTED: Information and Discussion

16.0 GO TO 2040 Plan Update

Staff will provide a brief overview of the GO TO 2040 Update Project, which is described in the draft FY 2014 Budget and Work Plan. No new policy changes to the plan are anticipated. The update will include new elements required by MAP-21 and other necessary updates. The final update is due October 2014.

ACTION REQUESTED: Information

17.0 Pace Jane Addams Service

Pace's I-90 Market Expansion Project is a long-term comprehensive solution to address the region's growing congestion and air quality concerns. The project's new and expanded routes will travel along the I-90 Jane Addams Memorial Tollway, between Elgin and Rosemont. Pace and the Illinois Tollway are working cooperatively to ensure that the project will improve connections, reliability, and travel options for both traditional and reverse commuters. Pace will report on activities to date as well as the ultimate improvement.

ACTION REQUESTED: Information

18.0 Other Business

19.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

20.0 Next Meeting – Wednesday, October 9, 2013 at 9:30 a.m.

This will be a joint meeting with the CMAP Board on Wednesday, October 9, 2013 at 9:30 am. Please note the date and time change.

21.0 Adjournment

MPO Policy Committee Members:

	Frank Beal		Gabe Klein		Leanne Redden
	Michael Bowen		R.A. Kwasneski		Jeffery Schielke
	Forrest E. Claypool		Kristi Lafleur		Ann Schneider
	Alexander D. Clifford		Christopher J. Lauzen		John Shaw
	Tom Cuculich		Aaron Lawlor		Marisol Simon
	Elliott Hartstein		Wes Lujan		Larry Walsh
	Tina Hill		John McCarthy		John Yonan

MPO Policy Committee

June 13, 2013

Tier Two



Presentation Agenda

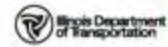


- **Project Overview**
- **Status in GO TO 2040 Plan**
- **Consistency with GO TO 2040 Plan**
- **Next Steps**

Project Overview

Tier Two

History of Illiana



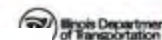
- 1909 Plan of Chicago recommended an “outer encircling highway”
- Decades of strong regional & local support
- 2008- 2010: Feasibility studies
- Spring 2010: Illiana P3 legislation passed in both States
- Fall 2010: Go To 2040 Plan adopted
- Spring 2011: Illiana Corridor Tiered EIS initiated



Study Process



Tier Two



Tier One

STAKEHOLDER INVOLVEMENT

*Identify
Transportation
Needs*

*Develop & Evaluate
Alternatives for
All Modes*

*Select
Preferred
Alternative*

COMPLETED TIER ONE FEIS/ROD JANUARY 2013

Tier Two

STAKEHOLDER INVOLVEMENT

**Detailed Engineering and Environmental
Studies of Preferred Alternative**

**COMPLETION TIER TWO FEIS/ROD
WINTER/EARLY SPRING 2014**



Transportation Need

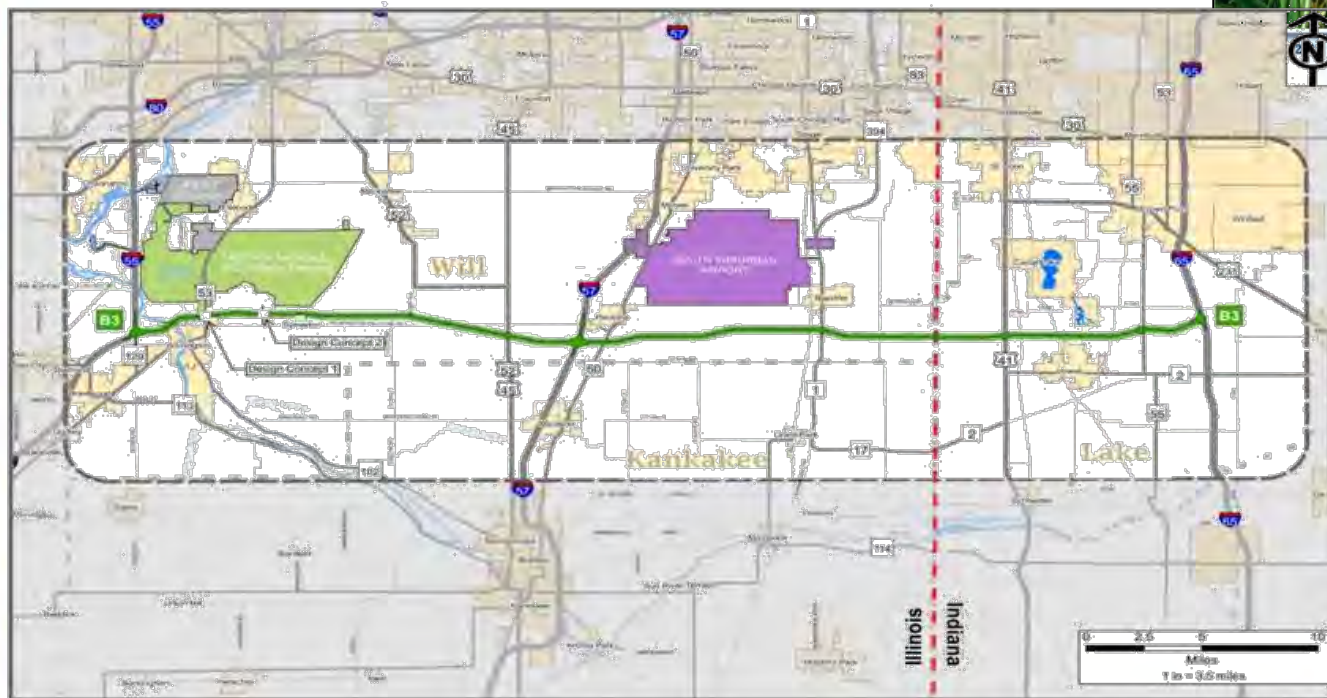
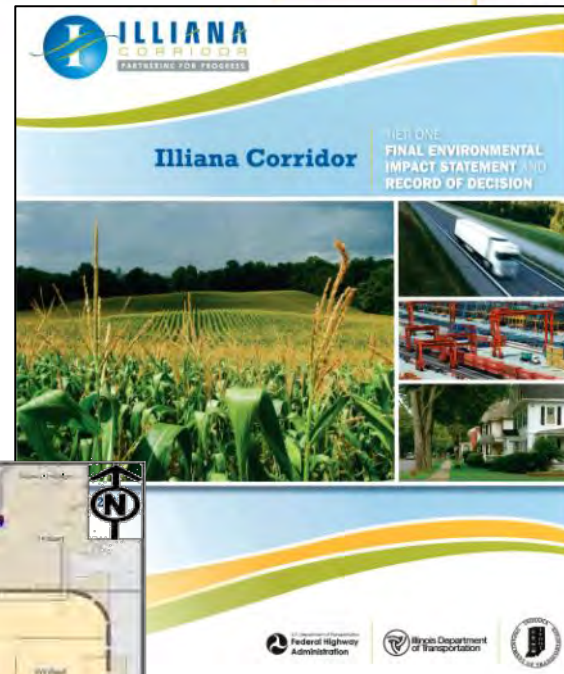
- Lack of continuous & multi-lane east-west roads
- I-80 congested & assumed at full build out
- National truck freight increasing
- Majority of truck trips are passing through
- 47,000 daily intermodal truck trips by 2040
- Truck trips will increase by 193% by 2040



Tier One Final Environmental Impact Statement / ROD



- Preferred Corridor Recommendation of B3 and No Action Alternative to be studied in Tier Two



First combined
FEIS/ROD
issued in
country under
new MAP-21
streamlining
provisions

Extensive Stakeholder Involvement



Bi-State Context Sensitive Solutions Process

- Corridor Planning Group Meetings (12)
- Land Use Technical Task Force Meetings (3)
- Public Meetings (4 rounds)
- Tier One DEIS Public Hearing (1 round)
- Landowner Meetings (5)
- One-on-One Meetings with Local Jurisdictions, Agencies, Organizations, Interest Groups (200)
- IllianaCorridor.org website (90,000 unique visitors)



Status in GO TO 2040 Plan

Tier Two



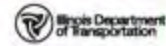
Status in GO TO 2040 Plan



- Phase I engineering - in Plan
- Construction - fiscally unconstrained portion of the Plan
- Tier Two (NEPA) Schedule:
 - Public Meeting # 2 – June 17 & 18
 - Draft EIS Release & Public Hearing – Fall 2013
 - Tier Two Completion – March 2014
- P3 Schedule:
 - Vendor Forum – June 24 & 25
 - Request for Qualifications – Summer 2013
 - Request for Proposals – Fall 2013
 - Financial Close – Fall 2014
 - Construction begins (earliest) – 2015



Proposed Amendment to GO TO 2040 Plan



- Inclusion in fiscally constrained portion of plan required for NEPA approval
- Accelerated NEPA & P3 schedule requires Plan consideration prior to 2014 Plan update
- IDOT has furnished supporting documents for CMAP staff review
- IDOT has requested amending the long-range transportation plan at the October 2013 MPO Policy Committee meeting



Consistency with GO TO 2040 Plan

Tier Two

Consistency with GO TO 2040

Tier Two



- Four Key Principles
 - Regional Mobility
 - Livable Communities
 - Human Capital
 - Efficient Governance

Regional Mobility



- Invest Strategically in Transportation
 - GO TO 2040 cites the need to develop innovative financing
 - “Pursuing public-private partnerships, as appropriate”
 - Funding and Financing
 - Enabling P3 legislation passed in both states
 - Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) application being prepared for Illiana project
 - Illiana will be a tolled facility
 - Financial analysis ongoing
 - P3 successful in Indiana
 - Indiana Toll Road
 - Ohio River Bridge



S-1318

Regional Mobility



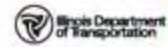
- Invest Strategically in Transportation (cont.)
 - GO TO 2040 says the “costs of congestion are real and serious, and include lost time and fuel, decreased productivity, inefficient freight movements, and pollution.”
 - Illiana project addresses the costs of congestion:
 - Savings of 3.4 million vehicle hours of travel annually in 2040
 - Reductions of 26 million congested vehicle miles of travel annually in 2040
 - Increased long-term productivity estimated at \$3.9 billion
 - 46 million fewer truck miles of travel annually in 2040 on arterial roads in the Study Area





- Invest Strategically in Transportation (cont.)
 - GO TO 2040 says to use “criteria to measure the performance of projects”
 - Illiana project addresses project evaluation criteria:
 - Economic Development: 28,000 long-term, 9,100 short-term jobs
 - Jobs-Housing Access: 18,000 more jobs within 30 minutes of travel
 - Cost: estimated at \$1.3 billion (YOE) of which Illinois share is \$950 million
 - GO TO 2040 estimate: \$2.87 billion in 2009\$
 - Illiana study – greater detail, comparison to similar recent projects in both States
 - Connectivity: provides major east-west highway improvement & connects major north-south routes in southern portion of region

Regional Mobility



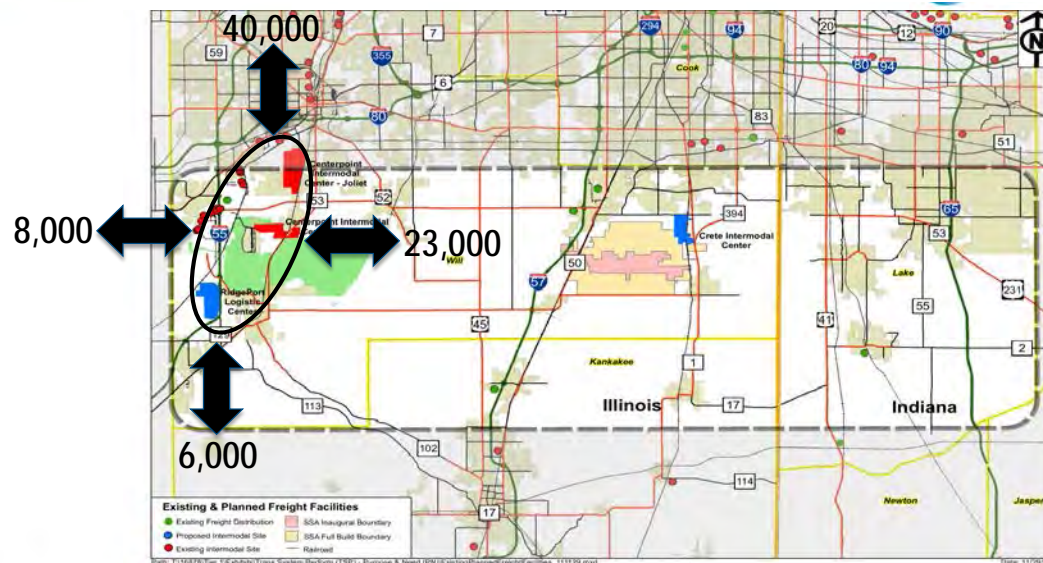
- Increase Commitment to Public Transit
 - GO TO 2040 says that the region's transit system should be strengthened through ... "supportive land use planning, make small-scale infrastructure investments, and provide other local support to make transit work better"
 - Illiana project is facilitating transit through:
 - Reduced congestion in South Sub-Region & Study Area, benefitting fixed-route bus services
 - Providing improved access to existing and future radial transit system



Regional Mobility

Tier Two

National Truck Freight Model developed for Illiana Corridor Study to estimate long-distance truck trips



One of largest container ports in the U.S., including two existing and two planned intermodal facilities




■ Create a More Efficient Freight Network

- GO TO 2040 supports planning for an efficient, regional, multimodal freight system, including “support for regional trucking improvements...”
- Illiana project supports a more efficient freight network by:
 - Improving national east-west truck freight movement
 - Improving access/egress to existing and planned intermodal facilities in or near the Study Area
 - Approximately 35% to 50% of Illiana traffic are trucks
 - \$26 million in truck delay savings





Tier Two

 Illinois Department of Transportation

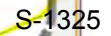
- 20





Tier Two

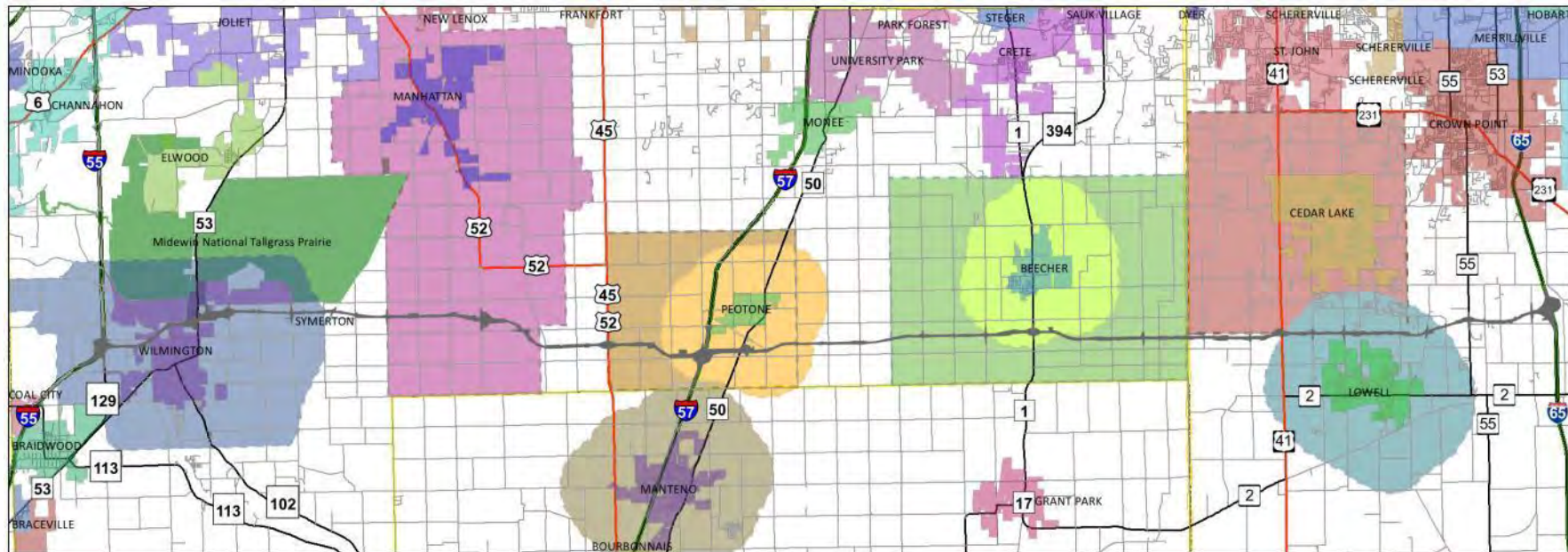
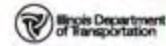
- 



Livable Communities



- Municipal planning areas/boundaries already cover substantial portions of the corridor



- Average increase in density of 10 persons per sq. mile for 2040 Build vs. No Build in the townships touching the Illiana Corridor
- Local planning authorities along the corridor concur that goals of creating economic development with modest manageable growth are met with Illiana



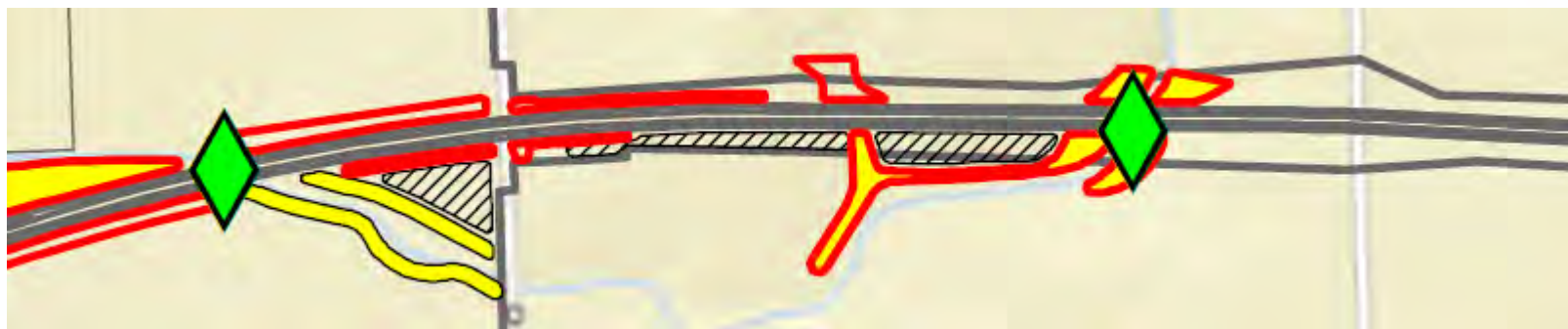
- Manage & Conserve Water & Energy Resources
 - Illiana project will address through:
 - Commitment to developing sustainable transportation solutions, including use of best management practices (BMPs) to maintain water quality through:
 - Naturalized vegetation
 - Detention areas that have a natural shape and cross section along the perimeter to promote vegetation establishment
 - Water quality wetland/detention pond
 - Bio-swales
 - Infiltration catch basins
 - Consistent with GO TO 2040, which recommends that “all governmental bodies that undertake construction activities should implement policies that require the use of site-appropriate green infrastructure practices for stormwater management.”

Livable Communities

Tier Two



Opportunity Area Example



Legend

-  Water Quality Best Management Practices
-  Prairie or Forest Restoration/Enhancement
-  Wetland/Riparian Buffer
-  Proposed Right-of-Way
-  Wildlife Crossing



■ Manage & Conserve Water & Energy Resources (cont.)

- Illiana project will address through (cont.):
 - Other sustainable design practices will be used:
 - Roadway alignments that mimic existing grades where possible
 - Cuts & fills shaped to match slopes of existing landscape
 - Sustainable construction techniques
 - Commitment to use FHWA's INVEST sustainability tool through all phases of project implementation to promote sustainable design & construction practices.



Affected Triple Bottom Line Principles

Livable Communities



■ Manage & Conserve Water & Energy Resources, Expand and Improve Parks & Open Space (cont.)

— Illiana project will address through (cont.):

- Facilitating the framework for local planning of land use to ensure the overall quality of life is maintained & enhanced. Stimulating & supporting sustainable features are being discussed:
 - Open space
 - Trails
 - Transit
 - Greenways
 - Recreation
 - Water quality
 - Wildlife crossings
 - Farmland preservation
 - Utilities

Wildlife Crossing



Human Capital



- Improve Education & Workforce Development, Support Economic Innovation
 - Illiana project will address human capital through:
 - Increased short & long-term job creation
 - Improved job accessibility
 - Support for logistics operations in the region, a core cluster industry according to GO TO 2040



Efficient Governance



Tier Two



■ Pursue Coordinated Investment

- Illiana project will support coordinated investment through:
 - Facilitating a coordinated corridor land use study to be led by Will County in partnership with municipalities to coordinate land use and community planning activities in the corridor.
 - CMAP GO TO 2040 Plan says one size does not fit all. Along this corridor, there are interests in:
 - Economic development
 - Natural resource protection
 - Sustainability tactics
 - Smart growth concepts
 - Complete streets
 - The corridor is not homogeneous in their aspirations and their settings, which is why a coordinated land use effort is being initiated



Next Steps

Tier Two

Next Steps

- Continued coordination with CMAP
 - Presentations, information sharing
 - Consideration of Plan Amendment
- Continue NEPA process
 - Technical studies
 - Stakeholder outreach
- Advance P3 procurement
 - Vendor Forum
 - RFQ, RFP





Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MPO Policy Committee

Minutes

June 13, 2013

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

MPO Policy Committee Members Present:

Reggie Arkell – Federal Transit Administration, Frank Beal - Chicago Metropolitan Agency for Planning, Lynette Ciavarella - Metra, Michael Connelly, Chicago Transit Authority, Tom Cuculich – DuPage County, Glenn Fulkerson – Federal Highway Administration, Scott Gryder – Kendall County, Luann Hamilton – Chicago Department of Transportation, Alicia Hanlon – Will County, Tina Hill – McHenry County, Rich Kwasneski – Pace, Christopher J. Lauzen - Kane County, Aaron Lawlor - Lake County, Wes Lujan - Class I Railroads, Mark Pitstick – Regional Transportation Authority, Jeffery Schielke - Council of Mayors, Secretary Ann Schneider - Illinois Department of Transportation, John Yonan - Cook County, Rocco Zuccherro – Illinois Tollway

MPO Policy Committee Members Absent:

Elliott Hartstein – Chicago Metropolitan Agency for Planning, John McCarthy – Private Providers

Staff Present:

Patricia Berry, Randy Blankenhorn, Ylda Capriccioso, Randy Deshazo, Teri Dixon, Dolores Dowdle, Jesse Elam, Don Kopec, Jill Leary, Matt Maloney, Tom Murtha, Holly Ostidick, Ross Patronskey, Gordon Smith, Kermit Wies, Andrew Williams-Clark

Others Present:

Mike Albin - DuPage Mayors and Managers Conference, Faith Bugel – Environmental Law and Policy Center, Brian Carlson – Illinois Department of Transportation, Bruce Carmitchel-Illinois Department of Transportation, Chalen Daigle - McHenry County Council of Mayors, Bola Delano – Illinois Department of Transportation, John Donovan – Federal Highway Administration, John Fortmann – Illinois Department of Transportation, Henry Guerriero – Illinois Tollway, Jill Hayes – Cook County, Charles Ingersoll - Illinois Department of Transportation, Jon-Paul Kohler – Federal Highway Administration, Joe Korpalski – McHenry County, Katie Kekielka – IDOT/AECOM, Ed Leonard – Parsons Brinckerhoff, Nancy Loeb – Northwestern Law, Tony Maietta – US Environmental Protection Agency, Omer Osman – Illinois Department of Transportation, Tom Rickert – Kane County, T.J. Ross – Pace, Steve Schilke – Illinois Department of Transportation, Chris

Schmidt – Illinois Department of Transportation, David Seglin - Chicago Department of Transportation, Keith Sherman – Parsons Brinckerhoff, Ron Shimizu, Parsons Brinckerhoff, Karen Shoup – Illinois Department of Transportation, Lorraine Snorden – Pace, Susan Stitt – Illinois Department of Transportation, Paula Trigg – Lake County Division of Transportation, Thomas Vander Woude – South Suburban Mayors and Managers Association, Mike Walczak - Northwest Municipal Conference, Tammy Wierciak – West Central Municipal Conference

1.0 Call to Order and Introductions

Secretary Schneider called the meeting to order at 10:07 a.m.

2.0 Agenda Changes and Announcements

Mark Pitstick of the RTA distributed materials regarding the Regional Transit Strategic Plan which their agency has been developing. He encouraged the members to review the material and provide input to the RTA.

3.0 Approval of Minutes – March 14, 2013

Secretary Schneider noted that the minutes for item 13.0 Freight Policy Update stated that the Department needs to develop a freight plan. This should read that the Department needs to create a freight committee. With that change accepted, the minutes were approved on a motion by Mayor Schielke, seconded by Mike Connelly.

4.0 Agency Reports

4.1 Council of Mayors' Report

Mayor Schielke reported that the Executive Committee met on May 29th. A number of presentations were given at the meeting, several of which are on today's agenda. A re-designed STP expenditure report was presented, a copy of which was shared with the Policy Committee members. To date, the Suburban Councils have obligated over \$68 million in local STP funds this fiscal year. The expenditure report illustrates that since 2010 the Councils of Mayors have been spending more than their annual allotment. The Councils are addressing some of the region's many transportation needs and reducing carryover amounts. Finally, Mayor Gene Williams of Lynwood was elected 2nd Vice Chair of the Executive Committee.

4.2 CMAP Board Report

Don Kopec informed the Committee that with Leanne Redden not present, he would combine and provide both the Board and Staff reports. The Board has met twice since the last Policy Committee meeting. Many of the items they discussed are on today's agenda including the approval of capital program principles; the agreement allocating local STP funds between the city of Chicago and the suburban Councils of Mayors; a proposal for programming the local portion of the new Transportation Alternatives Program; the Unified Work Program; the creation of a Regional Freight Leadership Task Force; and a presentation on the Illiana Corridor. He referred the members to a brochure at their places which discusses the issue of performance-

based funding and describes a website that CMAP has created presenting information about it.

Mr. Kopec then informed the committee that USDOT will be conducting its quadrennial certification review of the planning process this summer, culminating at the joint meeting with the Board in October. This review will require the participation of most of your agency's staff. He noted that this process should really be viewed as an opportunity to improve how we conduct planning in the region.

Finally, CMAP has recently received two awards. At its national meeting in April, the American Planning Association (APA) recognized CMAP with the first-ever National Planning Excellence Award for a Planning Agency. And last week the Urban Land Institute Chicago honored the GO TO 2040 comprehensive regional plan and CMAP with one of its Vision Awards.

He remarked that both these awards recognize not just our agency but the entire region's planning efforts, and he thanked the many local government, business, and civic partners involved in implementing GO TO 2040.

4.3 CMAP Staff Report

Provided under the Board report above.

5.0 **Nominating Committee for the Office of Vice Chairman**

Secretary Schneider appointed a nominating Committee for the office of Vice-Chairman consisting of Mayor Schielke, Rocco Zuccherro, T.J. Ross, Frank Beal and John Yonen. She noted that they will report a recommendation at the October meeting.

6.0 **City-Suburban Surface Transportation Program (STP) Split**

Patricia Berry described the current Memorandum of Agreement between the City of Chicago and the suburban Councils of Mayors and that it specifies that the agreement should be reviewed after each new federal transportation authorizing legislation. Staff has discussed this with the City and the Councils and both agree that the current split should remain in place given the fact that MAP-21 is only a two year bill, the level of funding is staying the same and there is general satisfaction with the current situation. On a motion by Mayor Schielke, seconded by Rocco Zuccherro, the current MOA for allocating federal STP funds between the City of Chicago and the suburban Councils was extended for the balance of MAP-21.

7.0 **Self Certification**

Holly Ostlick reminded the Committee that federal law requires that the State and MPO are required to self-certify their metropolitan planning process at least every four years. She referred to a memo from staff which detailed each of the planning requirements and how CMAP, as the MPO, was addressing each of them. On a motion by Mayor Schielke, seconded by Tina Hill, the Policy Committee certified that their planning process meets all applicable federal requirements.

8.0 Fiscal Year 2014 Unified Work Program (UWP)

Dolores Dowdle presented the FY 2014 Unified Work Program to the Committee, requesting their approval. She noted that the program will total \$21,801,019, with \$16,837,254 being federal PL and FTA funds and the balance matching funds. She also noted some of the highlights of the program which are detailed in the attachment. Both the Transportation Committee and the Regional Coordinating Committee have recommended approval of the proposed program. On a motion by Aaron Lawlor, seconded by Alicia Hanlon, the FY 2014 Unified Work Program was approved.

9.0 Updated 5307/5340 Capital and Planning Funds for Designated Recipients

Patricia Berry reminded the Committee that at their March meeting they approved partial allocations of 5307/5340 FTA funds for the Service Boards along with naming them Designated Recipients for this funding. Since that time, Congress has developed final FY 2013 appropriations. The RTA has then distributed these additional funds amongst the three Service Boards, updating Resolutions 13-04 through 13-06. The final, total allocations for the year are \$123,453,365 to the CTA; \$79,102,184 to Metra; and, \$34,484,873 to Pace. On a motion by Mayor Schielke, seconded by Mike Connelly the amended Resolutions 13-04 through 13-06 were approved.

10.0 Transportation Alternatives Program

Jesse Elam reviewed the new federal funding program, Transportation Alternatives, which has replaced the Transportation Enhancements program with a few changes. He explained that while IDOT is keeping the Transportation Enhancements name, CMAP will be managing its own Transportation Alternatives program. Mr. Elam referred the committee to the memo included in their packets. He explained that the staff proposal for the program would target bicycle and pedestrian projects, even though other types of projects such as Safe Routes to School and certain landscaping projects are also eligible. He also covered the proposed schedule for this first cycle of the program and noted that the region would receive about \$8.5 million annually.

Luann Hamilton asked about the eligibility of streetscaping projects under the State's program. Mr. Elam noted that they were eligible. On a motion by Mayor Schielke, seconded by Ms. Hamilton, the staff proposal for implementing the Transportation Alternatives program was approved.

11.0 Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Ross Patrosky gave a brief overview of the current status of the CMAQ Program. He covered the schedule for a proposed program, noted the types of projects that were submitted for consideration and the work of the focus groups. Mayor Schielke expressed concern that this program may become overwhelmed by applications from the private sector and asked if there were any guidelines controlling how private sector applications were handled. Mr. Patrosky noted that there were several applications from the private sector this year, including one from a waste hauler. He noted that these are eligible projects and will be necessary to make attainment of the PM standard. To account for the profit motive associated with private sector projects, they typically require a significantly higher match – at least 35%, going up to 50% of the total cost. The Project Selection

Committee and CMAP staff have considered the potential that a large number of private sector proposals could overwhelm the program, and have chosen not to fund all applications. This was particularly the case in the 2009 program. He noted that the Policy Committee had supported private sector projects in past funding cycles.

12.0 Capital Program Principles

Matt Maloney referred the committee to a memo which describes the CMAP principles for a new state capital program. He noted that while CMAP certainly supports capital investment, it must be coupled with reforms dealing with revenues, the lack of a performance-based project selection system, and the need for additional transit capital funding. He also reported on some current legislation that is backed by the Transportation for Illinois Coalition.

Secretary Schneider acknowledged the concerns of the region regarding the allocation of funding but emphasized that the General Assembly is really the one behind this situation. She reported on the status of the Illinois Jobs Now program and noted that nearly all the funds under this program have been obligated with over 65% coming to District 1.

13.0 IDOT Illiana Presentation

Kermit Wies of CMAP's staff and Steve Schilke of IDOT's staff both presented on the Illiana Expressway. Mr. Wies explained the general guidelines that establish a process and timeline for evaluating the Illiana and considering its inclusion within Go To 2040. He covered several items that CMAP was requesting of IDOT in order to adequately evaluate the project in relation to the policies contained in Go To 2040.

Mr. Schilke then provided an overview of the project as being developed through a two tiered Environmental Impact Statement process. Secretary Schneider concluded the presentation by noting that there would be an industry forum later in the month to provide information to prospective private partners in this project.

Luann Hamilton inquired about the possibility of a rail line through the corridor to which Mr. Schilke indicated there would not be such a facility. Wes Lujan indicated that the railroads were not interested in seeing a rail line in the corridor.

Alicia Hanlon expressed Will County's strong support for the project and that there was strong local support also. She noted that the County with the Governmental League is working with communities to develop an integrated corridor plan addressing transportation, land use and economic development. Mr. Lujan asked about the interchange at IL 53 and Mr. Schilke responded that several configurations were under consideration.

Frank Beal asked about financing and the position of the Illinois Tollway. Mr. Wies responded that the financing information would be available to CMAP when it is publically released. Rocco Zuccherro noted that there were problems envisioning this facility as part of the Illinois Tollway system. It would not be physically connected to the existing

system, and there would be bi-state issues. He stated that although they were still in discussions with IDOT, that this project probably lends itself to a PPP initiative.

Reggie Arkell asked about the opportunity to comment and was told that there would be a formal comment period with materials sent directly to FTA, FHWA and FAA.

14.0 Regional Freight Leadership Task Force Proposed Membership

Randy Deshazo explained to the committee that earlier in the year, the CMAP Board created a Regional Freight Leadership Task Force. He covered scope of work that the task force is expected to cover and the membership which was approved by the CMAP Board. Tom Cuculich remarked that it appeared that governmental units were under represented on the task force. Scott Gryder supported the comments of Mr. Cuculich noting that there were no collar county mayors on the task force. IDOT, the Illinois Tollway and Metra all expressed a desire to be represented on the task force.

15.0 Legislative Update

Ylida Capriccioso referred the committee to the handout at their spaces detailing various state legislative proposals and covered several highlights from the last session.

16.0 GO TO 2040 Plan Update

Drew Williams-Clark briefed the committee on the GO TO 2040 update project. An update of the region's transportation plan is required by October of 2014. While not anticipating to change any of the policies of the plan, the financial plan, major capital projects, indicators, and Implementation Action Area tables will all be updated. Major capital project discussions with implementers will begin in September.

17.0 Pace Jane Addams Service

Pace provided an overview of the new service on the I-90 Jane Addams Tollway which will be implemented in conjunction with the Tollway's expansion of the facility. There will be a number of park-and-ride facilities constructed with the possibility of direct connections to the Tollway. Rich Kwasneski, the chairman of Pace noted the success of the I-55 bus on shoulder program and thanked several agencies and communities for their support and participation in this project.

18.0 Other Business

Luann Hamilton noted that the rollout of the Divvy bike sharing program would be tomorrow. This project is being funded in part with a CMAQ award. She also noted that bike facilities are being expanded with 35 more miles of protected bike lanes coming soon.

19.0 Public Comment

There was no public comment.

20.0 Next Meeting – Wednesday, October 9, 2013 at 9:30 a.m.

Secretary Schneider noted that the next scheduled meeting of the Policy Committee would be a joint meeting with the CMAP Board. Because of the joint meeting, it will be held on the second Wednesday of the month and begin at 9:30 a.m.

21.0 Adjournment

On a motion by Mayor Schielke, seconded by Mike Connelly, the meeting was adjourned at 12:05 p.m.



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Tier II Consultation Meeting

Agenda (REVISED)

June 20, 2013

Lake County Room

CMAP Offices

Teleconference # 800-747-5150, Access Code 3867454

1.0 Call to Order and Introductions 10:30 a.m.

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – February 14, 2013

ACTION REQUESTED: Approval

4.0 Standard Conformity Language

In August, 2012 CMAP began posting standard language from the IDOT Bureau of Design and Environment (BDE) Manual on the CMAP website with relevant GO TO 2040 and TIP approval dates inserted (<http://www.cmap.illinois.gov/tip/ffy11-schedule-and-approvals>). Staff posted minor changes to the language to more clearly indicate that conformity determinations must be made on the Plan and the TIP.

ACTION REQUESTED: Information

5.0 PM_{2.5} Redesignation Request

USEPA will provide an update on the status of Illinois' PM_{2.5} redesignation request.

ACTION REQUESTED: Information

6.0 MAP-21 CMAQ Requirements for PM_{2.5} Obligations

MAP-21 requires that 25% of annual CMAQ obligations be for projects that reduce PM_{2.5}. In the absence of federal guidance on the requirement, the Consultation Team is requested to review and agree to the list of project types that Northeast Illinois will consider as PM_{2.5} reduction for the purpose of meeting the requirement.

ACTION REQUESTED: Discussion and possible approval of PM_{2.5} reduction project types.

7.0 Project Information

7.1 I-55 from Lorenzo Rd to IL 129 (TIP ID 12-07-0020)

TIP ID 12-07-0020 is an IDOT project on I-55 from Lorenzo Rd to IL 129. There is a proposed auxiliary lane between IL 129 and Lorenzo which is essentially an

extension of the parallel entrance and exit terminals. This project will be re-evaluated as part of the Illiana Tier II study efforts since it is the location of the proposed Illiana at I-55 interchange as well. Given the relationship between this project and the Illiana, CMAP, with IDOT's concurrence, has converted the project to "Unconstrained" and moved post-phase 1 engineering phases out of the TIP. As consideration of the Illiana approaches, the project description and work types will be further updated to reflect the region's intent.

ACTION REQUESTED: Information

7.2 I-290 Multimodal Corridor

A [notice](#) was posted in the Federal Register that the study limits on this project have been extended east from Cicero to Racine.

ACTION REQUESTED: Information

8.0 Hot Spot Analysis

8.1 Illiana Expressway

IDOT has requested the opportunity to discuss its proposed approach to the hot spot analysis of the Illiana Expressway.

ACTION REQUESTED: Discussion and consideration of approach

8.2 I-90 Managed Lanes (I-90 From I-190 to Harlem Ave)

IDOT has requested data to help determine whether a hot spot analysis will be required for this project.

ACTION REQUESTED: Information

8.3 Ashland Avenue Bus Rapid Transit (16-13-0005)

CTA has requested that the Consultation Team consider whether this project will require a hot spot analysis.

ACTION REQUESTED: Discussion and consideration of designation as a project of Air Quality Concern.

8.4 Tracking Projects of Air Quality Concern

A draft table for tracking projects of air quality concern (PAQC) is attached.

ACTION REQUESTED: Discussion

9.0 Transportation Conformity Particulate Matter Hot-Spot Air Quality Project

Dr. Jane Lin will provide a project update.

ACTION REQUESTED: Information

10.0 Major Capital Project Updates

A brief update on the status of Major Capital Projects is available on the Transportation Committee [minutes page](#). Any consultation team members with information to add are encouraged to do so.

ACTION REQUESTED: Information and Discussion

11.0 Other Business

12.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

13.0 Next Meeting

14.0 Adjournment

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		



ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

PM_{2.5} Hot Spot Analysis

June 20, 2013

Tier Two

Illinois Department of Transportation

Illiana Corridor

Four small inset images on the right side of the slide show: 1) A person using a laptop and a monitor displaying a map. 2) A group of people in a large room, possibly a gymnasium, gathered around a table. 3) A person sitting at a table in a meeting room. 4) A map of a road network with a highlighted section.



Presentation Agenda

- Need for PM Analysis
- Analysis Approach
- Modeling
- Results
- Mitigation
- Documentation

Tier Two

Illinois Department of Transportation

Illiana Corridor

A hand is shown holding a large corkboard with the agenda items listed on it. In the background, a group of people is seated at tables, and a banner for 'Tier Two' is visible.



Need for PM Analysis

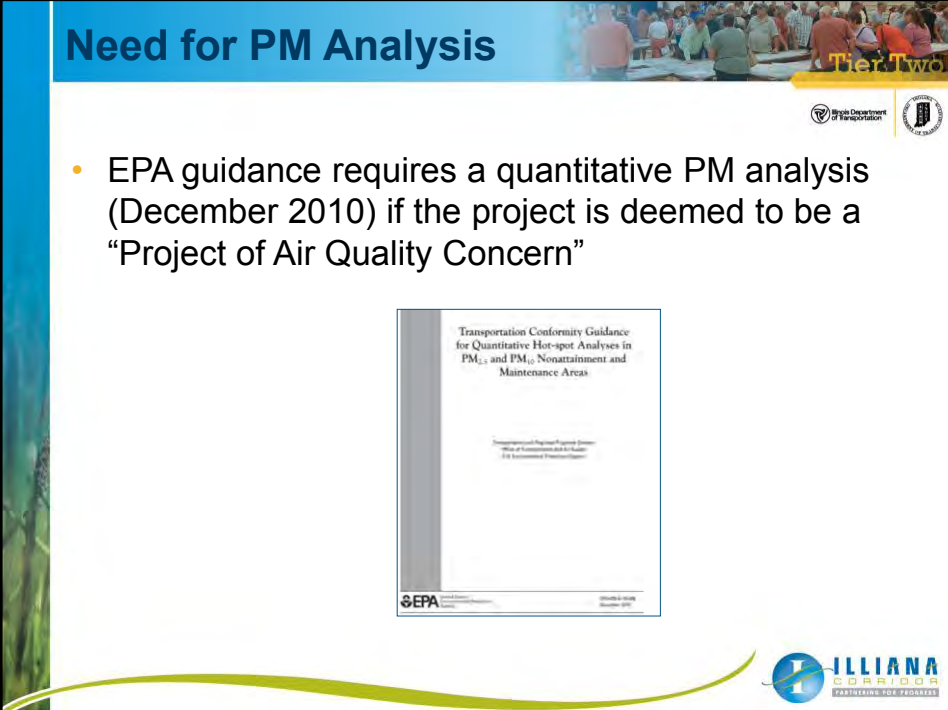


Tier Two







Need for PM Analysis

Tier Two

- EPA guidance requires a quantitative PM analysis (December 2010) if the project is deemed to be a "Project of Air Quality Concern"

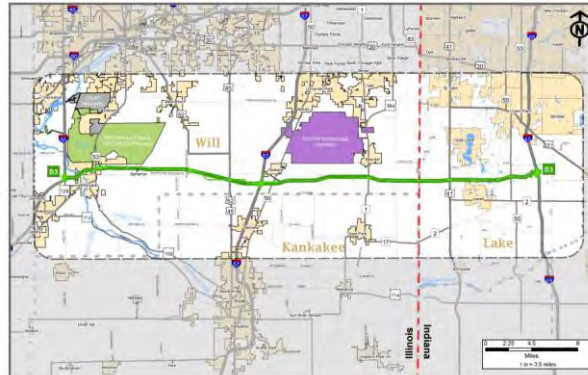



Project Location

Tier Two



- The project traverses Will County, Illinois and Lake County, Indiana



Need for PM Analysis

Tier Two



- Will County is nonattainment for annual $PM_{2.5}$
- Lake County is maintenance for annual $PM_{2.5}$
- Significant increase of diesel trucks anticipated

Table S-1. Preliminary Projected 2040 Bi-Directional ADT ¹

Alternative B3 Section	Projected 2040 ADT		
	Passenger Car	Truck	Total
I-55 to IL 53	22,400	6,600	29,000
IL 53 to Wilton-Center Road	12,900	6,300	19,200
Wilton-Center Road to US 45	16,200	8,000	24,200
US 45 to I-57	11,600	8,100	19,700
I-57 to IL 50	17,800	7,700	25,500
IL 50 to IL 1	11,300	7,300	18,600
IL 1 to US 41	9,800	7,600	17,400
US 41 to SR 55	9,200	7,400	16,600
SR 55 to I-65	11,600	7,300	18,900

¹ These travel demand projections are considered preliminary and subject to refinement based on additional modeling to be performed based on continuing analysis of interchange locations and types, and road closure determinations.



Need for PM Analysis

Tier Two



- Classified as a "Project of Air Quality Concern" by Tier II Consultation Group on 2/14/13.



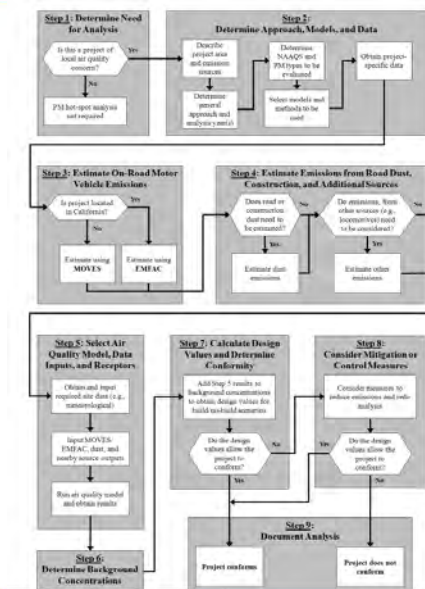
Analysis Approach

Tier Two



Overview of PM Quantitative Hot-spot Analysis

Tier Two



Analysis Approach

Tier Two

- The analysis will be performed for the year of highest expected emissions (No Build & Build). Currently we are determining if that will be the project's opening year (2018) or the project's design year (2040).
- The analysis will include only directly emitted PM_{2.5} emissions. Re-entrained road dust will not be included because the SIPs do not identify that such emissions are a significant contributor to the PM_{2.5} air quality in the study areas.
- The analysis will use the latest version of EPA's MOVES emissions model (MOVES2010b)
- MOVES input files have been obtained from CMAP and NIRPC





Modeling




Tier Two






Modeling

Tier Two

- USEPA's MOVES emissions model will be run for four time periods – A.M. peak, P.M. peak, midday and off-peak

Name	Description	From	To	# of Hours	Time period
Period 1	Overnight	8:00 PM	6:00 AM	10	Off peak
Period 2	Pre- AM Shoulder	6:00 AM	7:00 AM	1	AM peak
Period 3	AM Peak	7:00 AM	9:00 AM	2	AM peak
Period 4	Post- AM Shoulder	9:00 AM	10:00 AM	1	AM peak
Period 5	Midday	10:00 AM	2:00 PM	4	Midday
Period 6	Pre- PM Shoulder	2:00 PM	4:00 PM	2	Midday
Period 7	PM Peak	4:00 PM	6:00 PM	2	PM peak
Period 8	Post- PM Shoulder	6:00 PM	8:00 PM	2	PM peak



Modeling

Tier Two



- MOVES will be run for four different months – January, April, July and October – to account for different climate conditions throughout the year
- For every link, 16 emissions factors (4 time periods * 4 seasons) will be developed



Modeling

Tier Two



- USEPA's CAL3QHCR air dispersion model will be used to estimate concentrations of $PM_{2.5}$
- CAL3QHCR uses traffic data, emission factor data, and meteorological data to estimate ground-level concentrations of $PM_{2.5}$ at a series of receptors
- Link-specific inputs include length, mixing zone width, hourly volume, and emission factor



Modeling

Tier Two



- Five consecutive years of meteorological data will be used for the dispersion modeling analysis; CAL3QHCR does not distinguish between emissions changes due to seasonal differences
- Therefore, each season will be run separately, for a total of 20 model runs per scenario (5 years of met data * 4 time periods)



Modeling

Tier Two



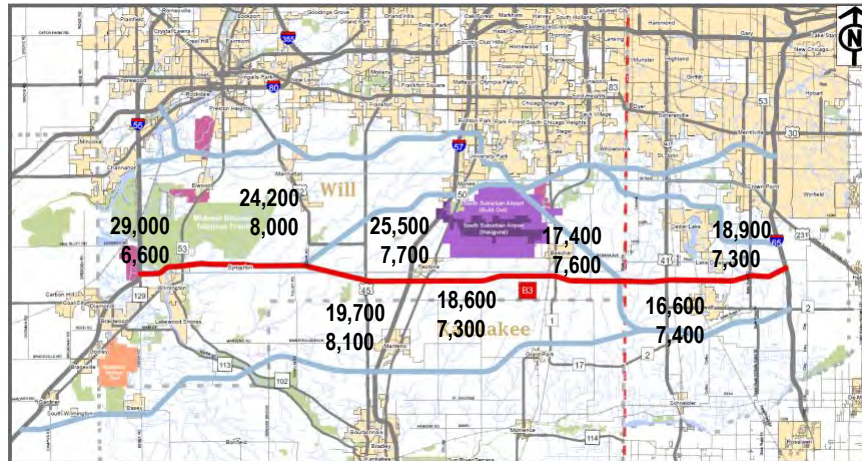
- Receptors will be placed in order to estimate the highest concentrations of $PM_{2.5}$ using a grid pattern.



Site Selection

Tier Two

Tolled Volumes



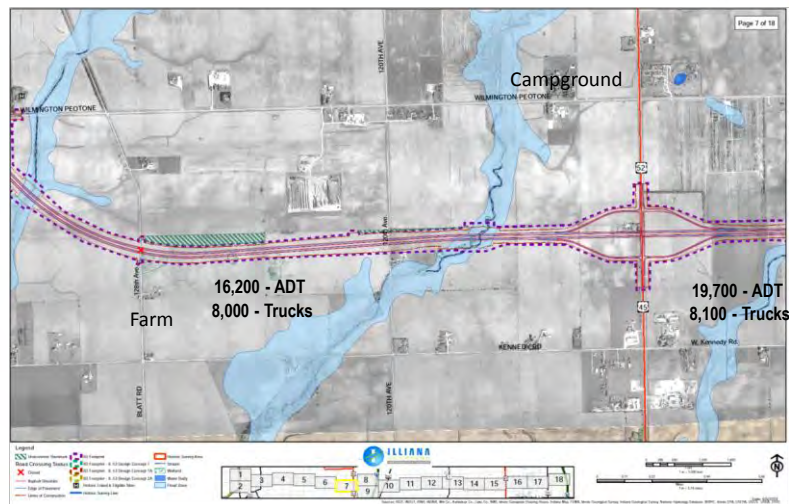
2040 Average Daily Traffic = 10,000

2040 Truck Average Daily Traffic = 5,000



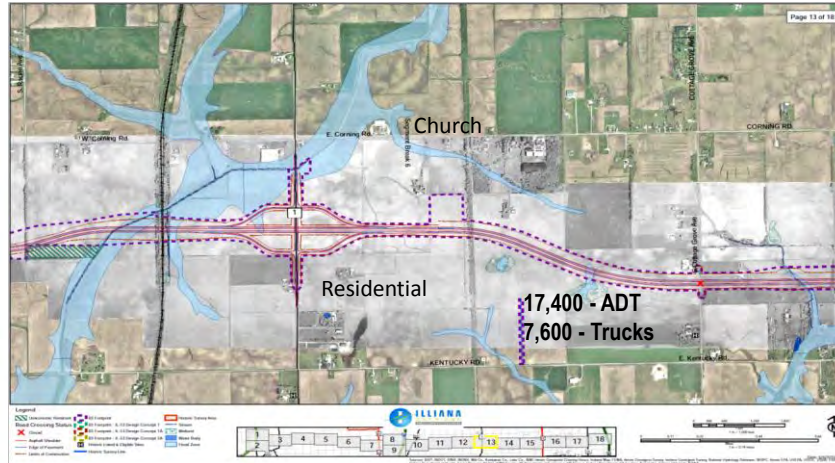
Possible Analysis Sites – Wilton Center to US 45 (2nd highest truck volume)

Tier Two



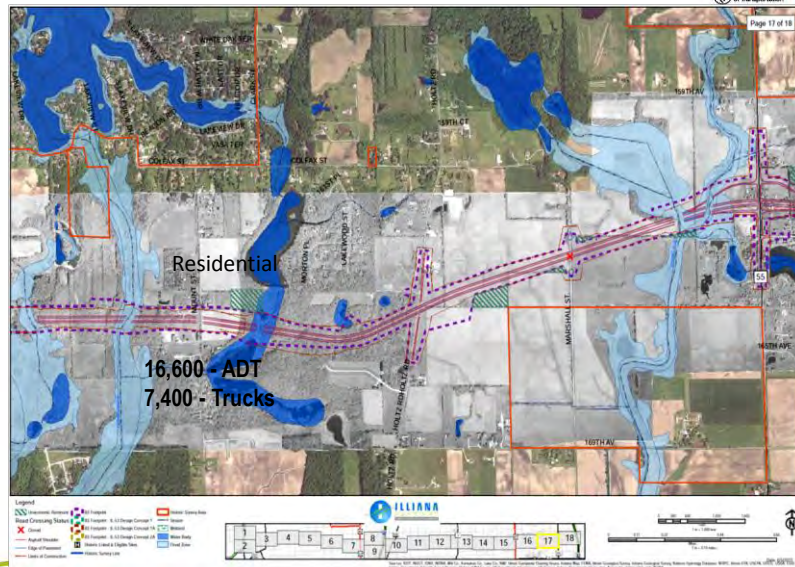
Possible Analysis Sites – IL 1 to US 41 (4th highest truck volume)

Tier Two



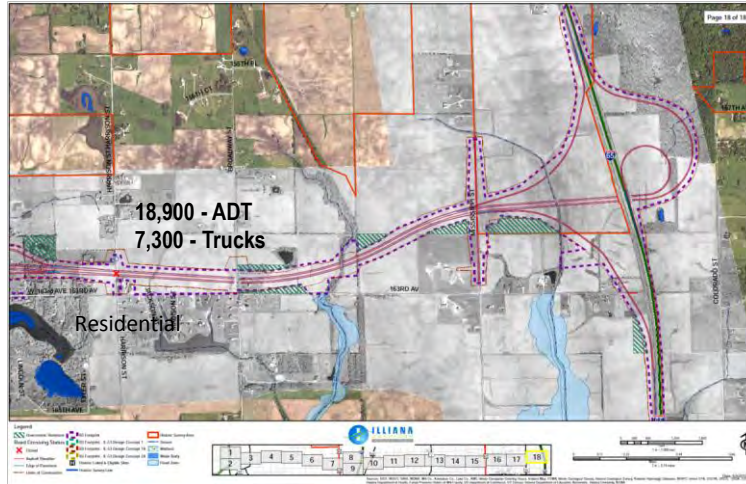
Possible Analysis Sites – US 41 to SR 55 (5th highest truck volume)

Tier Two



Possible Analysis Sites – SR 55 to I-65 (6th highest truck volume)

Tier Two



Analysis

Tier Two




- Based on the location of sensitive receptors and truck volumes, we are recommending the following three locations undergo a detailed analysis:
 - **US 45 to I-57** – Highest truck volumes, nearby residential, new interchange and farm nearby – will also encompass 3rd highest truck volume site (I-57 to IL 50).
 - **IL 1 to US 41** – 4th highest truck volumes, crosses both states, new interchange, has nearby sensitive receptors.
 - **3rd location** – choice between either of the termini:
 - **I-55 to IL 53** – has the highest overall ADT and sensitive receptors nearby such as Midewin Tallgrass Prairie – 8th highest truck volumes, but 1st highest total traffic
 - **SR 55 to I-65** – nearby sensitive receptors – 6th highest truck volumes, 6th highest total traffic.





Results

- Data from PM_{2.5} monitors in the project vicinity will be evaluated for the most representative (closest) and most conservative (highest) background values
- Once selected and confirmed through interagency consultation, the background value(s) will be added to the CAL3QHCR modeled design values for comparison to the NAAQS



Results

Tier Two



- Background data will be obtained from USEPA's AirData website. We recommend the Braidwood Monitoring Site (Regional Scale, in project area).



Braidwood Monitoring Site

Tier Two



Air Pollutant	Standard/ Exceedance	Braidwood, Illinois Com Ed Training Center 36400 S. Essex Road		
		2010	2011	2012
Carbon Monoxide (CO)	Max. 1-hour Concentration (ppm)	NM	NM	NM
	Max. 8-hour Concentration (ppm)	NM	NM	NM
	# Days>Federal 1-hour Std. of >35 ppm	NM	NM	NM
	# Days>Federal 8-hour Std. of >9 ppm	NM	NM	NM
Ozone (O ₃)	Max. 1-hour Concentration (ppm)	0.08	0.106	0.08
	Max. 8-hour Concentration (ppm)	0.075	0.091	0.076
	# Days>Federal 8-hour Std. Of >0.075 ppm	0	1	1
Nitrogen Dioxide (NO ₂)	Max. 1-hour Concentration (ppb)	NM	NM	NM
	# Days>Federal 1-hour Std. Of >100 ppb	NM	NM	NM
Sulfur Dioxide (SO ₂)	Max. 1-hour Concentration (ppb)	NM	NM	NM
	# Days>Federal 1-hour Std. of >75 ppb	NM	NM	NM
Suspended Particulates (PM ₁₀)	Max. 24-hour Concentration (µg/m ³)	NM	NM	NM
	#Days>Fed. 24-hour Std. of >150 µg/m ³	NM	NM	NM
Suspended Particulates (PM _{2.5})	Max. 24-hour Concentration (µg/m ³)	28.7	28.8	24.5
	#Days>Fed. 24-hour Std. of >35 µg/m ³	0	0	0
	National Annual Average (µg/m ³)	10.0	10.4	9.4
Lead	Maximum 24-Hour Concentration (µg/m ³)	NM	NM	NM

Source: U.S. EPA AirData, 2013 - <http://www.epa.gov/airdata/>

NM = Not measured



Results

Tier Two



- The annual $PM_{2.5}$ design value is currently defined as the average of three consecutive years' annual averages, each estimated using equally-weighted quarterly averages
- The NAAQS is met when the three-year average concentration is less than or equal to the annual $PM_{2.5}$ NAAQS (currently $12.0 \mu g/m^3$)
- If the design value in the build scenario is less than or equal to the relevant PM NAAQS at appropriate receptors, then the project meets conformity requirements



Mitigation

Tier Two



Mitigation

Tier Two



- If the project does not meet conformity requirements, mitigation or control measures to reduce emissions in the project area may be considered
- These include retrofitting and replacing vehicles, cleaner fuels, reducing idling, redesigning the project, and controlling fugitive dust and other emission sources

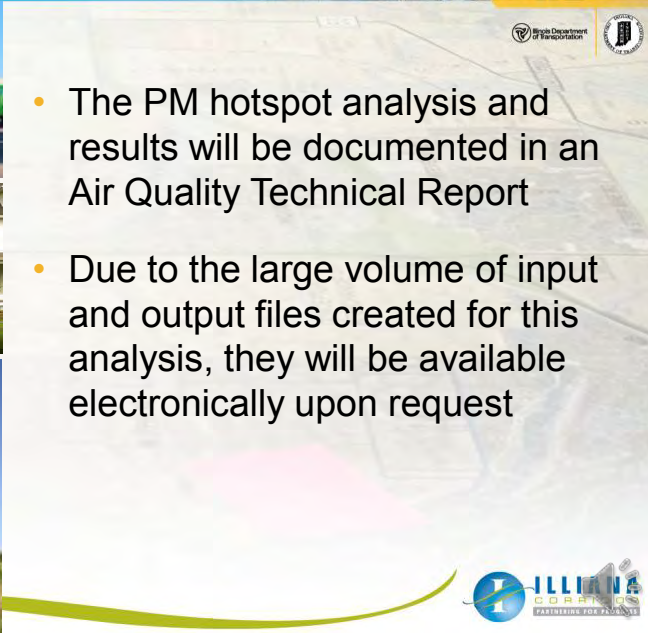



Documentation

Tier Two



Documentation



- The PM hotspot analysis and results will be documented in an Air Quality Technical Report
- Due to the large volume of input and output files created for this analysis, they will be available electronically upon request

Tier 1

Illinois Department of Transportation

ILLINOIS CORPUS PARTNERING FOR PROGRESS

Illiana Corridor Air Quality Analysis Methodology

Particulate Matter (PM_{2.5})

June 2013

Annual PM_{2.5} Hot-Spot Analysis

The PM analysis follows EPA's nine-step process, as shown in Exhibit 3-1 on page 19 of the *Transportation Conformity Guidance for Quantitative Hot-spot Analysis in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* (USEPA, 2010), December 2010, found here: <http://www.epa.gov/otaq/stateresources/transconf/policy/420b10040.pdf>.

1. Determine Need

The Illiana Corridor traverses Will and Kankakee Counties in Illinois and Lake County in Indiana. Lake and Will Counties are currently classified as moderate non-attainment areas for the 1997 (annual) PM_{2.5} standard. The Illiana Corridor is predicted to have over 10,000 ADT diesel trucks. According to Section 93.123(b)(1) of the conformity rule, which defines those projects that require a PM_{2.5} or PM₁₀ hot-spot analysis, this project qualifies as "(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles." This information was brought to the Chicago Metropolitan Agency for Planning (CMAP) on February 14, 2013 and they determined that the project would require a quantitative hot-spot analysis following EPA's *Transportation Conformity Guidance for Quantitative Hot-spot Analysis in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* (USEPA, 2010), December 2010. The Illiana project team will request a similar consultation meeting with the Northwestern Indiana Regional Planning Commission (NIRPC) to address the quantitative hot-spot analysis for the project.

2. Determine Approach, Models and Data

a. Approach

In consultation with the interagency working group, those locations of the project with the highest expected air quality concentrations will be analyzed. These will be the locations with the greatest increases in diesel traffic volumes, and greatest overall diesel traffic volumes. Those locations with the highest traffic volumes will most likely be where the major interchanges are with other interstates in the project area. The analysis will be performed for the either the opening or design year of the project as determined based on highest expected

emissions from the project, any nearby sources, and background, for both the no-build and build scenarios. Since the project is located in an area designated as nonattainment for the annual PM_{2.5} NAAQS, but attainment for the 24-hour PM_{2.5} NAAQS and 24-hour PM₁₀ NAAQS, the quantitative PM hot-spot analysis will be limited to comparing the project's impact to the 1997 annual PM_{2.5} standard.

b. PM Emissions

The PM hot-spot analysis will include only directly emitted PM_{2.5} emissions. PM_{2.5} precursors are not considered in PM hot-spot analyses, since precursors take time at the regional level to form into secondary PM. Exhaust, brake wear, and tire wear emissions from on-road vehicles are included in the project's PM_{2.5} analysis. For this analysis, both running and crankcase running exhaust will be considered because start exhaust is unlikely to occur on the roadways included in the model domain. Re-entrained road dust will not be included because the State Implementation Plans do not identify that such emissions are a significant contributor to the PM_{2.5} air quality in the nonattainment area. This will be reconfirmed at the inter-agency consultation meeting. Emissions from construction-related activities will not be included because they are considered temporary as defined in 40 CFR 93.123(c)(5) (i.e., emissions that occur only during the construction phase and last five years or less at any individual site).

c. Model

The analysis will be performed using the current version of EPA's MOVES emissions model (MOVES2010b) and CAL3QHCR, (dated 12355).

d. Data

MOVES input files will be obtained from the local MPOs (CMAP and NIRPC) or other appropriate agencies. Project-specific traffic data, including hourly volume, average vehicle speeds, and facility type, will be obtained for each roadway section in the project area. Hourly vehicle volumes will be obtained for A.M. peak, midday, P.M. peak, and off-peak traffic conditions. The latest available hourly meteorological data from the National Weather Service station at local airports closest to the project area (Gary/Chicago International Airport or Chicago Midway International Airport) processed in the format required for use in CAL3QHCR, will be purchased. The meteorological data from these stations are representative of the terrain, climate and topography of the study area.

3. Estimate On-Road Vehicle Emissions

On-road vehicle emissions will be estimated using MOVES2010b. It is currently assumed that MOVES input files will be available from each of the MPOs and that unique emissions will be calculated for each MPO. MOVES input relies on link-specific data. A link file includes the vehicle volume, average speed, facility type, and grade. The PM emissions vary by time of day and time of year. Volume and speed data for each link will be obtained from the traffic analysts for A.M. peak, P.M.

peak, midday, and off-peak traffic conditions. For each intersection and analysis year, MOVES will be run 16 times (A.M. peak, P.M. peak, midday, and off-peak) using quarterly climate conditions, as developed by the MPOs. For every link, a set of four emission factors in units of grams per mile will be developed for use for each of the analysis years. Traffic projections are currently available for the time periods shown in Table 1, as are the proposed time period groupings for the analysis.

Table 1. Proposed Traffic Analysis Combinations Using Time Periods Defined in CMAP/Illiana Travel Model

Name	Description	From	To	# of Hours	Time Period
Period 1	Overnight	8:00 PM	6:00 AM	10	Off peak
Period 2	Pre- AM Shoulder	6:00 AM	7:00 AM	1	AM peak
Period 3	AM Peak	7:00 AM	9:00 AM	2	AM peak
Period 4	Post- AM Shoulder	9:00 AM	10:00 AM	1	AM peak
Period 5	Midday	10:00 AM	2:00 PM	4	Midday
Period 6	Pre- PM Shoulder	2:00 PM	4:00 PM	2	Midday
Period 7	PM Peak	4:00 PM	6:00 PM	2	PM peak
Period 8	Post- PM Shoulder	6:00 PM	8:00 PM	2	PM peak

4. Estimate Emissions from Road Dust, Construction and Additional Sources

Road dust emissions will not be included in the analysis, as described in step 2(b). Construction emissions will not be included because construction will not occur at any individual location for more than five years. No additional sources of PM_{2.5} emissions will be included. It is assumed that PM_{2.5} concentrations due to any other nearby emissions sources will be included in the ambient monitor values used for background concentrations. In addition, this project is not expected to result in changes to emissions from nearby sources.

5. Select an Air Quality Model, Data Inputs and Receptors

a. *Model*

The USEPA's CAL3QHCR air dispersion model will be used to estimate concentrations of PM_{2.5} due to project operation. The model uses traffic data, emission factor data, and meteorological data to estimate ground-level

concentrations of PM_{2.5} at a series of receptors. For each modeled scenario, the model setup will include a series of links, or roadway segments, in the vicinity of the free flow segment, interchange or intersection being modeled.

b. Data Inputs

Link-specific inputs include length, mixing zone width, hourly volume, and emission factor. A conservative link height of 0 feet will be assumed for all links for simplicity (to be confirmed at inter-agency meeting). CAL3QHCR requires the vehicle volume and emission factor for each hour of the day; the PM hot-spot guidance suggests 3-hour A.M. and P.M. peak periods along with midday and off-peak time periods. Meteorological input files will be processed using surface data and upper air data from local airports. As recommended in EPA's "Guideline on Air Quality Models" (Appendix W to 40 CFR Part 51), five consecutive years of the most recent and readily available meteorological data will be used for the dispersion modeling analysis. For each scenario, CAL3QHCR will be run separately for each of the five years of meteorological data. CAL3QHCR does not distinguish between emissions changes due to seasonal differences; therefore, each season will be run separately, for a total of 20 model runs per scenario.

c. Receptors

Receptors will be placed in order to estimate the highest concentrations of PM_{2.5} to determine any possible violations of the NAAQS. A receptor grid will be placed over the microscale study area with the smallest receptor spacing within the area. Highest concentrations are expected to occur at the intersections of the highest-volume roadways. Identical receptor grids will be used for No-Build and Build Alternatives in order to directly compare project effects. The grid will be centered over each modeled interchange, and gridded receptors that fall within five meters of any project feature or other locations where public would normally be present for a limited time will be removed, according to the PM guidance. Receptor placement will be discussed at the inter-agency meeting.

6. Determine Background Concentrations From Nearby and Other Sources

If available, future background data will be obtained from SIP modeling data, or from national rulemakings. If this information is not available, data from PM_{2.5} monitors in the project vicinity will be evaluated for the most representative (background values. Once selected and confirmed through interagency consultation, the background value(s) will be added to the CAL3QHCR modeled design values for comparison to the NAAQS. The background values will likely be conservative, because it is expected that ambient PM_{2.5} concentrations will be lower in future years as a result of State Implementation Plans and the general trend in declining vehicle emissions due to technological advances. It is assumed that emissions from other nearby sources are already included in the ambient monitoring data.

7. Calculate Design Values and Determine Conformity

The model results (Step 5) will be added to the background concentration(s) (Step 6) for both the build and no-build scenarios in order to calculate the design values. The annual PM_{2.5} design value is currently defined as the average of three consecutive years' annual averages, each estimated using equally-weighted quarterly averages. The NAAQS is met when the three-year average concentration is less than or equal to the 1997 annual PM_{2.5} NAAQS. CAL3QHCR output provides the maximum quarterly average PM_{2.5} concentration at each receptor. For the receptor with the maximum modeled concentration in each scenario, the following steps will be used to determine the design value, as outlined in the guidance:

- i. For each year of meteorological data, determine the average concentration in each quarter.
- ii. Within each year of meteorological data, add the average concentrations of all four quarters and divide by four to calculate the average annual modeled concentration for each year of meteorological data.
- iii. Sum the modeled average annual concentrations from each year of meteorological data, and divide by the number of years of meteorological data used.
- iv. Add the average annual background concentration to the average annual modeled concentration to determine the total average annual concentration.

If the design value in the build scenario is less than or equal to the relevant PM NAAQS at appropriate receptors, then the project meets conformity requirements. In the case where the design value is greater than the NAAQS in the build scenario, a project could still meet conformity requirements if the design values in the build scenario are less than or equal to the design values in the no-build scenario at appropriate receptors.

8. Consider Mitigation or Control Measures

If the project does not meet conformity requirements, mitigation or control measures to reduce emissions in the project area may be considered. If such measures are considered, additional modeling will need to be completed and new design values calculated to ensure that conformity requirements are met. Mitigation measures, which must include written commitments for implementation (40 CFR 93.125), include the following:

- i. Retrofitting, replacing vehicles/engines, and using cleaner fuels;¹
- ii. Reducing idling;²
- iii. Redesigning the transportation project itself;
- iv. Controlling fugitive dust; and
- v. Controlling other sources of emissions.

9. Document the PM Hot-Spot Analysis

The PM hotspot analysis and results will be documented in an Air Quality Technical Report. Due to the large volume of input and output files created for this analysis, they will be available electronically upon request.

^{1,2} It should be noted that IDOT currently has a special provision for retrofitting diesel construction equipment, and clean fuels and idling restrictions are found in the Department's supplemental specifications and recurring special provisions.



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Tier II Consultation Meeting Minutes - June 20, 2013

Participants:

Reggie Arkell	FTA – via phone
Patricia Berry	CMAP
Bill Brown	NIRPC – via phone
Brian Carlson	IDOT – via phone
Bruce Carmitchel	IDOT – Office of Planning & Programming
Michael Connelly	CTA
Kama Dobbs	CMAP
John Donovan	FHWA
Jim Earl	INDOT – via phone
Jesse Elam	CMAP
Doug Ferguson	CMAP
Matt Fuller	FHWA – via phone
Larry Heil	FHWA IN Division – via phone
Mike Hine	FHWA – via phone
Michael Leslie	USEPA – via phone
Jane Lin	UIC
Alice Lovegrove	Parsons Brinckerhoff
Kathy Luther	NIRPC – via phone
Anthony Maietta	USEPA
Kirsten Mawhinney	Chicago Transit Partners
Joyce Newland	FHWA IN Division – via phone
Holly Ostdick	CMAP
Ross Patronskey	CMAP
Jim Pinkerton	INDOT LaPorte District – via phone
Mark Pitstick	RTA
Mike Rogers	IEPA
Jason Salley	IDOT – via phone
Steve Schilke	IDOT – via phone
Chris Schmidt	IDOT
Ron Shimizu	Parsons Brinckerhoff
Kermit Wies	CMAP
Walt Zyznieuski	IDOT – via phone

1.0 Call to Order and Introductions

The meeting was called to order at 10:30 a.m. All participants introduced themselves.

2.0 Agenda Changes and Announcements

Mr. Pitstick announced that RTA is currently updating their Regional Transit Strategic Plan and distributed summary information and a request for input. Ms. Berry requested to move agenda item 9.0 above item 8.0.

3.0 Approval of Minutes – February 14, 2013

On a motion by Mr. Rogers, seconded by Mr. Pitstick, the minutes of February 14, 2013 were approved as presented.

4.0 Standard Conformity Language

Ms. Berry reported that staff posted minor changes to the standard conformity language on the CMAP website to clarify that conformity determinations are made on the Plan and the TIP.

5.0 PM_{2.5} Redesignation Request

Mr. Leslie reported that approval of the state's PM_{2.5} redesignation request is expected within the next few weeks and that new budgets posted on the USEPA adequacy website would also be finalized in the next 4-6 weeks. Mr. Patronskey asked if the budgets should be used for the next CMAP conformity analysis to be completed in August. Mr. Leslie confirmed that they should.

6.0 MAP-21 CMAQ Requirements for PM_{2.5} Obligations

Ms. Berry reported that MAP-21 requires that 25% of annual CMAQ obligations be for projects that reduce PM_{2.5}. Mr. Donovan stated that federal guidance on the requirement is not yet available, but that a broad interpretation of qualifying project types is likely. Mr. Leslie and Mr. Patronskey added that most CMAQ project categories clearly qualify, but those that are targeting mode shift from single occupant vehicles, such as bicycle/pedestrian and commuter parking projects offer only a small particulate reduction and are not in the spirit of the requirement.

7.0 Project Information

7.1 I-55 from Lorenzo Rd to IL 129 (TIP ID 12-07-0020)

Ms. Berry reported that TIP ID 12-07-0020 is an IDOT project on I-55 from Lorenzo Rd to IL 129. The project currently includes a proposed auxiliary lane between IL 129 and Lorenzo which is essentially an extension of the parallel entrance and exit terminals. The interchange project will be reevaluated as part of the Illiana Tier II study efforts. Given the relationship between this project and the Illiana, CMAP, with IDOT's concurrence, has converted the project to "Unconstrained" and moved post-phase 1 engineering phases out of the TIP. As consideration of the Illiana approaches, the project description and work types may be further updated. Mr.

Carlson asked if a request for a plan amendment would then be required to convert the project to constrained. Ms. Berry responded that if a final determination is made that the I-55, Lorenzo to IL 129 project is part of the Illiana design, it is anticipated that the Department will include it in the Illiana submittal for the CMAP networks for the plan amendment.

7.2 I-290 Multimodal Corridor

Ms. Berry reported that a notice was posted in the Federal Register that the study limits on this project have been extended east from Cicero to Racine.

8.0 Hot Spot Analysis

8.1 Illiana Expressway

Ms. Lovegrove presented an overview of the proposed approach to the hot spot analysis of the Illiana Expressway. The team concurred with the approach with ongoing consultation as appropriate, and confirmed that re-entrained road dust does not need to be considered, that a link height of zero (ground level) is appropriate, and that detailed analysis at the US 45 to I-57, IL 1 to US 41 and I-55 to IL 53 locations is appropriate.

8.2 I-90 Managed Lanes (I-90 From I-190 to Harlem Ave)

IDOT confirmed that they received data they requested to help determine whether a hot spot analysis will be required for this project.

8.3 Ashland Avenue Bus Rapid Transit (16-13-0005)

Mr. Patronsky reported that CTA had provided a project overview and details of changes to the number and hours of vehicles in service, number of stops and the location, number of vehicles and length of time of vehicle layovers. The team concurred that, based on the information provide, the project is not a project of air quality concern and a hot spot analysis is not required.

8.4 Tracking Projects of Air Quality Concern

Ms. Berry reported that staff developed a draft table for tracking projects of air quality concern (PAQC) and action the team has taken on those projects and requested feedback. The team agreed that a table would be useful and that projects should be tracked at least until they are complete. IDOT and FHWA were asked to provide staff with any other projects that should be documented in the table.

9.0 Transportation Conformity Particulate Matter Hot-Spot Air Quality Project

Dr. Lin reported that a draft final report has been submitted to the Illinois Center for Transportation and provided an overview of the findings. Mr. Rogers noted that one of the goals of the project was to develop thresholds for determining when projects should undergo hot spot analysis, however as Dr. Lin reported, the case study results were too varied to do so. Mr. Rogers stated that in the absence of threshold recommendations from

modeling, the region should set criteria that are locally appropriate. Ms. Leslie stated that it is appropriate to continue to work through the consultation team for the identification of projects of air quality concern.

10.0 Major Capital Project Updates

Ms. Berry reminded the team that a brief update on the status of Major Capital Projects is available on the Transportation Committee minutes web page.

11.0 Other Business

Mr. Maietta asked if there would be any value in broader (USEPA Region 5 area) discussions about hot spot thresholds. The team agreed that it would and noted that AMPO and other professional organization have air quality groups and committees that could be resources. Dr. Lin added that next year's TRB meeting will include a session on case studies from around the nation.

12.0 Public Comment

None.

13.0 Next Meeting

The next meeting is on call.

14.0 Adjournment

The meeting adjourned at 12:10 p.m.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		

STAKEHOLDER MEETING SUMMARY Northwest Indiana Forum

Date: June 26, 2013
Time: 3:30 PM
Location: Via Phone

The primary purpose of the meeting was to discuss topics related to the indirect and cumulative impacts analysis.

- Allan opened the meeting by describing the purpose of the ICI analysis and defining indirect and cumulative impacts.
- NWI's primary mission is to promote job development in Northwest Indiana. NWI works to create more jobs, especially more high paying jobs, in a way that supports a better environment. Their approach is to work as a region and reach out to make sure businesses recognize the advantages of locating in Northwest Indiana. They also work with existing businesses to find out what they require to keep and/or expand their business in Northwest Indiana. NWI also works with municipalities to make sure they have the amenities/facilities that businesses want or require to relocate. NWI focuses solely on commercial and industrial space.
- Northwest Indiana is a seven county region with a population of approximately 1 million people and around 400,000 employees. Refer to the recent economic indicators report on the NWI website for more information.
- Identifying successful examples of economic development around the Illiana Corridor study area is difficult at this time, since the Illiana is seen as a catalyst for new growth. There are some examples as you move farther away from the Illiana Corridor, such as Advanced Auto Parts, which a large distribution center located on I-65 at Exit 230 (about 15 miles from Illiana Corridor).
- NWI is encouraging commercial and light industrial development in the region. A few examples include Ameriplex Complex in Portage, IN and Northwind Complex in Hobart, IN. Ameriplex Complex is close to full build-out, approaching 1 million SF, whereas Northwind Complex is a relatively new development.
- NWI has not encouraged businesses to relocate along the proposed Illiana at this time, as it is still premature to do so.
- The ability to access the interstate system is also critical for most businesses, particularly businesses such as Advanced Auto.
- Rail connections are very important for a subset of companies in their decision to locate in Northwest Indiana. Freight rail improvements are particularly important to intermodal centers, the agricultural community, and manufacturing operations. A significant freight rail project – Indiana Gateways Project (also known as the Porter Junction Project) - will result in lots of freight improvements to the region.
- The Indiana commuter rail system (South Shore Line) is proposed to expand south of Hammond to Munster, and perhaps to Cedar Lake (near the Illiana Corridor).
- NWI doesn't anticipate any spillover development from the SSA project in Northwest Indiana. NWI would prefer to see development at Gary Chicago Airport, and plans to extend its long runway (longer than Midway). Currently, Gary Airport is 100% general aviation. Boeing is the largest tenant where it parks its fleet.
- NWI works with both cities/counties and developers in terms of planning. Often times there is a need for a zoning change.



Illiana Corridor Phase I Study

- NWI sees access to water as the biggest challenge to development in the Illiana Corridor. (This is an issue with most of Indiana). The Illiana Corridor is outside of the Lake Michigan basin, therefore development will rely on groundwater, the Kankakee River, etc. and will require a careful management plan.
- “Location, location, location” makes the Illiana Corridor attractive. It is close to Chicago and yet far enough away that there are advantages in regard to development costs and available land.
- One development trend to watch is the concept of “on-shoring” (bringing manufacturing back to the US from abroad). NWI is seeing more and more advanced manufacturing coming to Northwest Indiana. Another trend to watch includes migration from Illinois to Indiana due to competitive tax advantages. Lastly, changes in international shipping (ex: Panama Canal) will lead to more shipments flowing from east to west in the US. The Illiana creates opportunities for Northwest Indiana to be part of this flow of goods.

The meeting concluded at approximately 4:00 PM

Attendees (Via Phone):

Mark Maassel, President & CEO, NWI Forum

Caroline Ducas, PB

Allan Hodges, PB

Revised Roads and preference request as requested by IDOT from WCFB

- We prefer an interchange on route 53 and not on the other two locations proposed. Route 66 has had many different alterations over the year's and this fits the best in the overall plan and keeps this from taking more farmland out of production and less stress on local road districts.
- It is ok to close Indian Trail Road
- Keep old Chicago Road open.
- We prefer an overpass at Symerton and not the frontage road as it takes out more farmland and leaves too much road to the local jurisdictions to take care of.
- Egyptian Trail vs. Ridgeland Road we preferred to keep Ridgeland Road open.
- Would like to see Klemme and Cottage Grove roads remain open while Stony Island closed. Because of the impact this road is already having on farming operations and splitting farms we feel every effort needs to be made in keeping as many routes open as possible and closing fewer roads. We ask for this concession in helping with a better transition for the rural farmers.
- You have a land lock situation at the interchange at Cedar Road with ramps and frontage roads for the following farms: Spangler Farms, Butch Dyke, Jim Robbins, John Murdie and Bagley Farms.
- It was discussed that the intermodals have added about .10-12 cents a bushel for local grain. The margins are tighter than they were 3-4 years back.

Since our meeting in May we have had an opportunity to visit with landowners in the areas affected and have revised our road requests accordingly to meet the changes in the road or ideas from people in those areas.

Overpass or Interchange

Route 53 (I)
Chicago Road (OP)
Cottage Grove (OP)
Gougar (OP)
Cedar (I or OP)
120 (OP)
128 (OP)
104th (OP)
Center (OP)
Rathje (OP)

Closed

Crawford
Stony Island
Walsh
Western
South Indian Trail Road
88th Avenue
Ridgeland Avenue
Martin Long Road

Overpass or Interchange cont:

Route 50 (I)
Kankakee Street (OP)
Yates (OP)
Drecksler (OP)
Riley Road (OP)
Route 52\45 (I)
Interstate 57 (I)
Egyptian Trail (OP)
Ashland (OP)
Route 1 (I)
State Line Road (OP)
Will Center Road (OP)
Warner Bridge (OP)
Klemme (OP)
Kedzie (OP)
Symerton Road (OP)

Will County, IL : 2011 Export Report

Will County Farm Bureau

Kankakee Grain Inspection:

Brian Lowey 815-365-2268

Inspected	71,016 Grain Containers Average load 800 bushels in a container (This is a mix of 40 foot and 20 foot containers.) 56,812,800 million bushels.
Inspected	33,711 DDG Containers Average 26 tons in a container 876,486 tons. \$186,691,518.00 value based on the current DDG price of \$213 \ ton.

Champaign Inspection Service:

David Ayers 1-800-547-5192

Inspected	10,800 Grain containers Average load 800 bushels in a container (This is a mix of 40 foot and 20 foot containers.) 8,640,000 million bushels. (Heritage FS is the line before the grain heads south to ADM and others so basically south of Gilman area. All Heritage FS inspected grain in these figures.)
Inspected	9,600 DDG Containers Average 26 tons in a container. 249,600 tons. \$53,164,800.00 value based on the current DDG price of \$213 \ ton.
Inspected	1,100 Soymeal Containers Average 26 tons in a container. 28,600 tons \$9,352,200 value based on Soymeal bid price of \$327 \ ton.

Mid-Iowa Grain Inspection:

Tom Sloan 319-363-0239

Inspected	12,666 Grain Containers Average load 800 bushels in a container (This is a mix of 40 foot and 20 foot containers.) 10,132,000 million bushels.
Inspected	17,388 DDG, soymeal, corn gluten meal containers. They do not separate these out. So these dollar figures are combined. Average is 26 tons per container. 452,088 tons \$96,294,744.00 value using \$213 \ ton as soymeal Bid price is higher at around \$327.00 a ton.

Will County, IL : 2011 Export Report

Will County Farm Bureau

Page 2

Eastern Iowa Inspections:

David Slater davidpslater@gmail.com

cell 563-340-3437 office 563-322-7149

Inspected 1 Soymeal Container
Average 26 tons per container

Inspected 23,711 DDG Containers
Average 26 tons in a container.
616,486 tons
\$131,311,518.00 value based on the current DDG price of \$213\ton.

*Inspected 13,952 Grain Containers Illinois\Wisconsin\Iowa
11,161,600 bushels of grain with average 800 bushels per container.

(The tricky part with the grain is they actually inspected 41,856 Container Loads for Illinois but it is an estimate as to the figure above. Some goes to Bungee in Kankakee, some to Corn Products in Chicago where it is processed. We took 33.33% of their actual figure of containers inspected.) There needs to be a better database established for tracking but we know that grain is coming out of Wisconsin and some of this is also DeLong's, and we also know grain is coming from Iowa. These figures for this specific group are not as reliable as the others but when talking with the statistics people it is the best figure possible, and it will be hard to dispute. See bottom for further notes.

Illinois Department of Agriculture:

Amy Loftus 847-699-2421

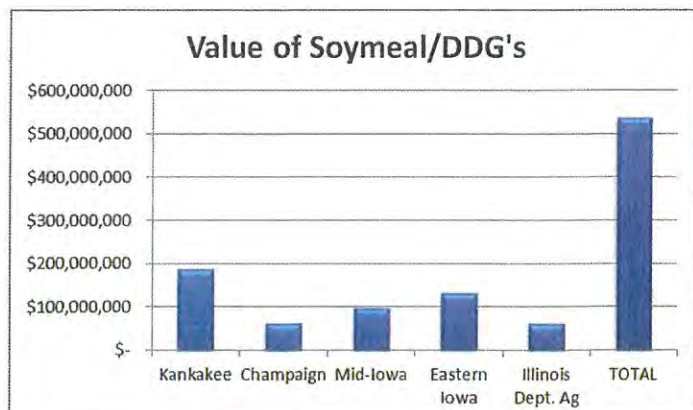
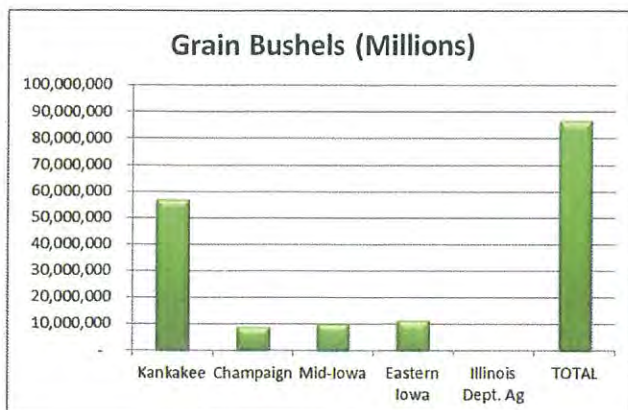
Bo-DeLong Joliet Facility is inspected by IDOA because this is only feed and not food.

The figures inspected came from DeLong 608-676-2255 Ext 250.

11,000 DDG Containers (April – December)
Average 26 tons in a container.
286,000 tons
\$60,910,000.00 value based on the current DDG price of \$213\ton.

TOTAL Grain Bushels Exported: 86,746,400

TOTAL Value of Soymeal & DDG's: \$537,724,780.00



Will County, IL : 2011 Export Report

Will County Farm Bureau

Page 3

I spoke with 3 statisticians that handle grain. The only tracking method is through the inspectors and in some cases they don't know the final destination, when it travels 350-400 miles. Iowa grain and DDG's come over here because their next closest port would be Kansas City, Mo. For grain movements on a federal level, they use the figures from the export ports leaving the United States. The Gulf and other areas where the containers are loaded on the ships and head overseas are considered the exports for their report although the grain or container originated from up here. I was also told that grain and DDG's are not tracked by the government because there is no tax on the units.

I asked the opinion of each of the statisticians and they told me that if we used $\frac{1}{3}$ of the Eastern Iowa Inspections total grain container inspections that would be an accepted way of doing this. Since grain originated from Iowa, Illinois and Wisconsin, $\frac{1}{3}$ of their total is how they would calculate this since they cannot tell us where exactly it ended up. They would either go to Bungee, Corn Products or Centerpoint. Again a natural split of $\frac{1}{3}$ of these inspected containers.

Mark Schneidewind, Manager
Will County Farm Bureau



100 Manhattan Road
Joliet, IL 60433
815-727-4811
www.willcfb.com

Will County, IL : 2012 Export Report

Will County Farm Bureau

Kankakee Grain Inspection:

Brian Lowey 815-365-2268 x105

BrianLowey@K3Grain.com

Inspected	92,580 Grain Containers Average load 800 bushels in a container (This is a mix of 40 foot and 20 foot containers.) 74,064,000 million bushels.
Inspected	37,167 DDG, Soymeal (Commodities) Containers Average 26 tons in a container 966,342 tons. \$272,508,444.00 value based on the current DDG price of \$282\ton.

Champaign Inspection Service:

David Ayers 1-800-547-5192

CDGID@aol.com

Inspected	6,299 Grain containers Average load 800 bushels in a container (This is a mix of 40 foot and 20 foot containers.) 5,039,200 million bushels. (Heritage FS is the line before the grain heads south to ADM and others so basically south of Gilman area. All Heritage FS inspected grain in these figures.)
Inspected	9,743 DDG Containers (phyto only) Average 26 tons in a container. 253,318 tons. \$71,435,676.00 value based on the current DDG price of \$282\ton.
Inspected	1,665 Soymeal Containers (phyto only) Average 26 tons in a container. 43,290 tons \$18,831,150.00 value based on Soymeal bid price of \$435\ton.

Mid-Iowa Grain Inspection:

Tom Sloan 319-363-0239

Tom.Sloan@miginspection.com

Inspected	8,488 Grain Containers Average load 800 bushels in a container (This is a mix of 40 foot and 20 foot containers. Mostly 40 foot in 2012) 6,790,400 million bushels.
Inspected	18,761 DDG, soymeal, corn gluten meal containers. They do not separate these out. So these dollar figures are combined. Average is 26 tons per container. 487,786 tons \$137,555,652.00 value using \$282\ton as DDG Soymeal bid price is higher at around \$435.00\ton (\$212,186,910).

Will County, IL : 2012 Export Report

Will County Farm Bureau

Page 2

Eastern Iowa Inspections:

Cindy Kuhn eiginsp@aol.com

563-322-7149 x1

Inspected 23,750 DDG Containers
Average 26 tons in a container.
617,500 tons
\$174,135,000.00 value based on the current DDG price of \$282\ton

*Inspected 14,146 Grain Containers Illinois\Wisconsin\Iowa
11,316,800 bushels of grain with average 800 bushels per container.

(The tricky part with the grain is they actually inspected approximately 42,440 Container Loads for Illinois but it is an estimate as to the figure above. Some goes to Bungee in Kankakee and some to Corn Products in Chicago where it is processed. We took 33.33% of their actual figure of containers inspected.) There needs to be a better database established for tracking but we know that grain is coming out of Wisconsin, some from the local area, and some from Iowa. These figures for this specific group are not as reliable as the others but when talking with the statistics people it is the best figure possible. See bottom for further notes.

Illinois Department of Agriculture:

Amy Loftus

Joliet Facility is inspected by IDOA because this is only feed and not food.

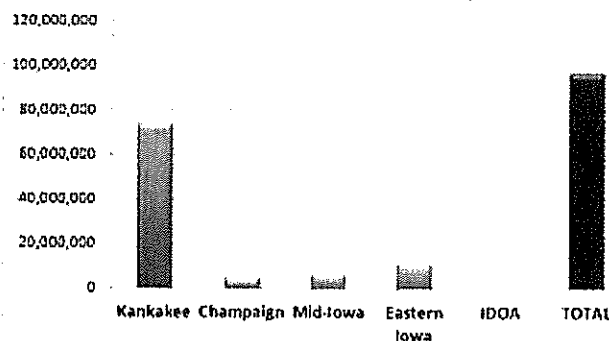
Inspected 14,000 DDG Containers
Average 26 tons in a container.
364,000 tons
\$102,648,000.00 value based on the current DDG price of \$282\ton.

Inspected 205 Soymeal Containers
Average 26 tons in a container.
5,330 tons
\$2,318,550.00 value based on Soymeal bid price of \$435 \ ton.

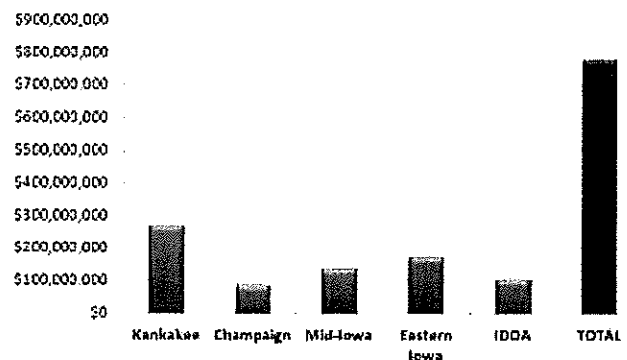
TOTAL Grain Bushels Exported: 97,210,400

TOTAL Value of Soymeal & DDG's: \$779,432,472.00

Grain Bushels (Millions)



Value of Soymeal/DDG's



Will County, IL : 2012 Export Report

Will County Farm Bureau

Page 3

I spoke with 3 statisticians that handle grain. The only tracking method is through the inspectors and in some cases they don't know the final destination, when it travels 350-400 miles. Iowa grain and DDG's come over here because their next closest port would be Kansas City, Mo. For grain movements on a federal level, they use the figures from the export ports leaving the United States. The Gulf and other areas where the containers are loaded on the ships and head overseas are considered the exports for their report although the grain or container originated from up here. I was also told that grain and DDG's are not tracked by the government because there is no tax on the units.

I asked the opinion of each of the statisticians and they told me that if we used $\frac{1}{3}$ of the Eastern Iowa Inspections total grain container inspections that would be an accepted way of doing this. Since grain originated from Iowa, Illinois and Wisconsin, $\frac{1}{3}$ of their total is how they would calculate this since they cannot tell us where exactly it ended up. They would either go to Bungee, Corn Products or Centerpoint. Again a natural split of $\frac{1}{3}$ of these inspected containers.

Mark Schneidewind, Manager
Will County Farm Bureau



100 Manhattan Road
Joliet, IL 60433
815-727-4811
www.willcfb.com



MEETING SIGN-IN SHEET

Date: June 26, 2013

Location: Will Co. Farm Bureau

Purpose: Stakeholder Mtg.

Name	Representing	Email Address
1. <u>Rich Powell</u>	<u>Persons Brinkerhoff</u>	<u>powellwe@plaworld.com</u>
2. <u>Katie Kukielka</u>	<u>IDOT</u>	<u>katie.kukielka@illinois.gov</u>
3. <u>JERRI DAVIDSON</u>	<u>WCFB</u>	<u>DAVIDSONFARMS@IC 71400.com</u>
4. <u>Glenne Gerda</u>	<u>WCFB</u>	<u>Swinefarm@ATT.NET</u>
5. <u>Mark Schneidewind</u>	<u>WCFB</u>	<u>Mark@willcfb.com</u>
6. <u>LLOYD CHRISTIANSEN</u>	<u>WCFB / LANDOWNER</u>	<u>LCCFARM@HOTMAIL.COM</u>
7. <u>JIM ROBBINS</u>	<u>WCFB</u>	<u>JIMROBBINS@URBANCOM.NET</u>
8. <u>Franklin Church</u>	<u>Will</u>	<u>FFUN34@sbglobal.net</u>
9. <u>Harold Church</u>	<u>Will</u>	<u>hchurch@sbglobal.net</u>
10. <u>Doug Bernhard</u>	<u>Bernhard Farms</u>	<u>bernhardfarms@gmail.com</u>
11. <u>Roger Bettenhausen</u>	<u>WCFB</u>	<u>roger.bettenhausen@gmail.com</u>
12. <u>Thomas R. Spangler</u>	<u>Farmer / Landlord</u>	<u>TRSFARMS@ADL.COM</u>
13. <u>Sean Larkin</u>	<u>HR Green</u>	<u>SLABIEU@HRCGREEN.COM</u>
14. <u>STEVE SCHILKE</u>	<u>IDOT</u>	<u>steven.schilke@illinois.gov</u>
15. _____	_____	_____
16. _____	_____	_____
17. _____	_____	_____
18. _____	_____	_____
19. _____	_____	_____
20. _____	_____	_____
21. _____	_____	_____
22. _____	_____	_____
23. _____	_____	_____
24. _____	_____	_____
25. _____	_____	_____



Illiana Corridor Phase I Study

Meeting Summary Will County Farm Bureau

Date: June 26, 2013

Time: 9:00 AM CDT

Location: WCFB offices, Joliet, IL

A stakeholder meeting was held to update WCFB and gather information on the current status of the Illiana project, with primary purpose of identifying access issues for individual landowners and overall system including overpass/underpass locations and road closures. S. Schilke gave a brief status update on the Illiana project including corridor alignment and interchange locations, including the recent P3 forum. R. Powell then scrolled through the corridor with aerial mapping to identify landlocked or difficult access parcels and other access issues.

The following items were discussed:

- S. Schilke explained the process IDOT uses for determining providing access or leaving properties landlocked. If a property is landlocked and access can economically be provided, it will be provided. If access cannot economically be provided, the property owner can either be bought out at their choice, or paid damages for loss of access and retain ownership.
- East of the I-55 interchange and south of the Kankakee River, Spangler parcel 0317234020010000 and parcel to the west Weitendorf 0317224000030000 will be very difficult to access for farming. Current access is by County Highway Widows Road from I-55 east frontage road, north of IL 129. Illiana will cut off access to the frontage road, leaving Widows Road to the east as only alternative. The city of Wilmington has jurisdiction in their city limits and the road from County jurisdiction to IL 53 is posted where large trucks and agricultural equipment will not be able to access. Spangler parcel 0317234020010000 will be bisected by Kankakee River bridge, and even if there is access, there will be shading issues with the property. It may not be desirable to farm if Illiana is built.
- T. Spangler asked if IDOT would be allowed to tie in to a private drain as part of the project. He indicated that some hookups to private systems have been made without the owner's consent and leading to drainage problems. Other WCFB members reviewed the drainage tiles marked on the aerial exhibit and commented that some appear to be drainage swales rather than tiles. Some drain tiles are apparent from the aerials but not marked. L. Christiansen commented on a visible tile system on his property where the tiles were spaced 70' apart, and the system continues to the north even where the tiles are not apparent. Several WCFB members thought it would be a useful meeting to get IDOT and/or consultant hydraulics designers with tile installers in the area (such as Agri Tile and Precision Tile) as they have knowledge that the individual landowners may not. Will County Soil Conservation Service (SCS) should also be consulted regarding overall drainage.
- Bernhard Farms parcel 0918201000040000 on the east side of Riley Road (SE quad of alternative interchange) will be problematic to access. It is an apparent landlocked parcel that will be cut off from S. Arsenal Road by the Illiana. Even if access is provided from Riley Road to

Illiana Corridor Phase I Study

the parcel, the accessible portion would be in the floodplain and the remaining property bisected by a creek which would further limit accessibility.

- In the Symerton area, Spangler parcels 0918232000040000 and 0918232000050000 are part of a Centennial farm that is bisected by the alignment. There does not appear to be a viable option to avoid this bisection as Midewin is to the north and the village of Symerton is directly to the west. Mr. Spangler stated that leaving Symerton Road open would be the preferred option of accessing the separated parcels. Directly to the east, the northern part of Werner parcel 0918231000070000 appears to be cut off from its former access to Commercial Street by the Illiana and is cut off from the north by Wauponsee Glacial Trail, and may need access across Spangler parcel 0918232000040000 to avoid being landlocked.
- There are a series of parcels along the north side of the Illiana from Wilton Center Road to Wilmington Peotone Road that appear to be landlocked by the corridor. These include Murdie parcel 1319223000010000, Dite parcel 1319224000040000, and Spangler parcels 1319224000030000 and 1319233000010000. A frontage road along the north side of Illiana connecting from Wilton Center to Wilmington Peotone Road may be an appropriate solution here.
- West of Wilton Center Road, Goldstine parcels 1319211000030000 and 1319211000040000 on the north side of the corridor, Goldstine parcels 1319214000090000 and 1319214000020000 on the south side of the corridor, and Basile parcel 1319214000100000 on the south side of the corridor all appear to be landlocked, with no apparent solution other than an access road. Basile may be an uneconomic remnant of a larger parcel needed for ROW at the Wilton Center area.
- Just south of the Wilmington Peotone crossing west of 128th Ave., Begley parcel 1319261000020000 and Christiansen parcel 1319262000020000 are bisected by the corridor, with the southern portion of the parcels cut off from access. Access here is complicated by the presence of streams and a portion of the remaining property being in a flood plain. Mr. Christensen reiterated his desire to keep 128th open.
- At the US 45/52 interchange, Spinelli parcel 1720304000120000 and Issert parcel 1720293000040000 may be landlocked due to access control issues.
- Near the I-57 interchange, the cutoff of 88th Avenue at the north side of Illiana (vs. keeping it open to Center Road via a frontage road) was discussed. There was no preference expressed by the group.
- Black Walnut Creek, near the IL 50 interchange, was described as a problematic and sensitive drainage area and will see increased discharge if the SSA and Illiana are built.
- S. Schilke described the IL 50 interchange options and how the preferred design was arrived at. The preferred design reduces property impacts and keeps Kennedy Road open to IL 50.
- East of the IL 1 interchange, Unruh parcel 2222271000040000 appears to be landlocked north of the Illiana, while Fisher parcel 2222282000040000 and JLP parcel 2222282000050000 appear to be landlocked south of the Illiana. The remnants are small. Mr. Unruh thought JLP and Fisher were related.
- The WCFB distributed a collection of written comments including their preferences for keeping roads open and which ones they thought could be closed without undue burden (enclosed). They explained their support for the IL 53 location of an interchange, and expressed that direct access would lessen the strain on the local road system as compared to Riley Road. S. Schilke indicated Cottage Grove is a recent change from closed to open status. He also acknowledged

Illiana Corridor Phase I Study

128th Avenue, Ridgeland or Egyptian Trail, as well as the Symerton area previously mentioned, as locations where he had received requests to keep roads open, and that they were being studied.

- S, Schilke was asked if land is acquired and construction is not imminent, can the former owner continue to access the land? He replied that IDOT often rents vacant parcels, not immediately needed for construction, for agricultural use under agreement with adjacent or nearby landowners. He was also asked if IDOT can acquire land near a stream and use it as a source of embankment material (concern if any permits or other requirements for excavating near a stream). S. Schilke stated he was not aware of such requirements, and that private land is usually the source of embankment material, not land that IDOT acquires for project purposes.
- S. Schilke agreed to meet with WCFB in approximately one month to follow up on the issues of this meeting, and to more thoroughly discuss drainage issues.

The meeting concluded at approximately 12:15 PM CDT.

Attendees: See attached

Remote Attendees: None.

MEETING SIGN-IN SHEET

Date: July 8, 2013
Location: Forest Preserve District of Will County
Purpose: 4th Waupunsee Glacial Trail

Name	Representing	Email Address
1. <u>Alan Darr</u>	<u>Symerton</u>	<u>mayordarr@hotmail.com</u>
2. <u>Rick Powell</u>	<u>Parsons Brinckerhoff</u>	<u>powellw@pbworld.com</u>
3. <u>Katie Kukielka</u>	<u>IDOT/AECOM</u>	<u>katie.kukielka@illinois.gov</u>
4. <u>Andrew Hawkins</u>	<u>FPDWC</u>	<u>ahawkins@fpdwc.org</u>
5. <u>Cori Crawford</u>	<u>FPDWC</u>	<u>ccrawford@fpdwc.org</u>
6. <u>Jamie Armstrong-Welby</u>	<u>FPDWC</u>	<u>jamie@fpdwc.org</u>
7. <u>Karen Forte</u>	<u>FPDWC</u>	<u>kforte@fpdwc.org</u>
8. <u>Tim Good</u>	<u>FPDWC</u>	<u>tgood@fpdwc.org</u>
9. <u>Michelle Blackburn</u>	<u>FPDWC</u>	<u>MBlackburn@fpdwc.org</u>
10. <u>Deb Specht</u>	<u>FPDWC</u>	<u>dspecht@fpdwc.org</u>
11. <u>Dave Robson</u>	<u>FPDWC</u>	<u>drobson@fpdwc.org</u>
12. <u>Valerie Robbins</u>	<u>PARSONS BRINCKERHOFF</u>	<u>vrobins10@pbworld.com</u>
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		

MEETING SUMMARY

Forest Preserve District of Will County

Date: July 8, 2013

Time: 1:00 PM CDT

Location: Forest Preserve District of Will County Office

The purpose of the meeting was to discuss two potential options for the Illiana Corridor to cross the Wauponsee Glacial Trail. The trail is a Section 4(f) resource and therefore discussions were initiated to discuss mitigation of impacting the trail. The views of the FPDWC, as the Official with Jurisdiction, must be taken into consideration before determining the use of the resource.

Wauponsee Glacial Trail Discussion

- V. Robbins gave a brief overview of why the Wauponsee Glacial Trail is important as a Section 4(f) resource and outlined the two options for the trail where the Illiana Corridor will be crossing.
- FPDWC asked about the status of surveys for Franklin Ground Squirrel near the Wauponsee Glacial Trail. E. Markowitz commented that no squirrels have been found in the suitable habitats near the trail. The project team can provide any reports or surveys that have been done.
- The following design details were requested by FPDWC: do not exceed 3 percent slopes; asphalt is not good for horses instead suggest using brushed concrete; account for at least 20,000 pounds for emergency vehicles; have a 90 feet minimum radius for horizontal alignment; and suggest using metal mesh or wood railing. The railing needs to be high enough so people can not throw rocks over the bridge.
- FPDWC noted that a wildlife corridor crossing of the trail will need to be considered. Questions asked pertained to whether or not the wildlife crossing should be across the proposed bridge? FPDWC also inquired about who would maintain the wildlife crossing. R. Powell stated that the project team will look into this. He also asked if there are any nearby water crossings that would be better locations. There is a waterway approximately $\frac{3}{4}$ mile to the west that may be a possible location. The option of a green wildlife crossing was also mentioned, but was thought to be impractical on an overhead crossing for maintenance reasons.
- A. Hawkins noted that this area of the trail where it will be crossed by the Illiana Corridor is currently a remote area. The project team needs to address who will respond to emergency situations on the trail. It was suggested to check with Will County EMS.
- R. Powell stated that right now, the project team is looking at connectivity options in the Symerton area, and is considering keeping Symerton Road open. The project team has heard from the public that opening up Symerton Road is desirable.
- Signage: A. Hawkins inquired if there can be a sign on the bridge seen from vehicles on the proposed Illiana Corridor identifying the trail. K. Kukielka indicated that a sign displaying the trail name that is compliant with MUTCD standards may be a possibility.
- FPDWC asked who would maintain the new bridge the trail will be on. Typically IDOT does not maintain pedestrian only structures. As this is a unique circumstance the maintenance of the structure itself would most likely be the responsibility of the State. IDOT would then be responsible for all bridge repairs, maintenance and future replacement outside of normal maintenance like snow and debris removal, however FPDWC will still remain the owner with

Illiana Corridor Study

maintenance responsibility of the trail outside the bridge limits. FPDWC would want a maintenance agreement developed outlining who will be responsible for what. K. Kukielka noted that IDOT will draft some language and distribute to FPDWC for comments. This is normally handled with the Department producing a Letter of Intent followed by an intergovernmental agreement. The Department will continue to coordinate with FPDWC and FHWA on how to present this in the 4(f) documentation.

- FPDWC would prefer to not have any right of way left over between the old trail and the proposed shifted trail portion.
- FPDWC received trails grant funding for the trail from IDNR. The funding was from the state only so no LWCF funding or OSLAD funding was used. The project team will need to check requirements for impacting the trail. The plans are okay there will just need to be a document separate from Section 4(f) describing the impacts and proposed plans.
- FPDWC noted that vegetation as mitigation should be similar to what currently exists on each side of the trail.
- The current design is impacting less of the property than FPDWC thought because the shifted trail would cross existing vegetation in two locations rather than impacting more vegetation for an elevated trail on existing alignment.
- FPDWC requested that the project team makes sure to utilize the minimum for a trail width (10 feet); the plans are for a 12 foot wide path; as well as 4:1 sizing versus 3:1.

Mitigation Discussion

- Wetlands should be mitigated in the same county where there is an impact.
- Management of mitigation features in the future has worked better for the FPDWC in bigger pockets rather than small isolated areas, in their experience.
- A. Hawkins stated that the FPDWC would like to see larger blocks of mitigation and make sure it is done correctly. They do not want to cause any new problems, such as animals not being able to access new areas.
- Mitigation locations must be in a logical space.
- FPDWC asked if the project team knows when preliminary impacts for mitigation will be available. Generally, FPDWC would like to see a statement that “mitigation is generally going to be done in (blank) and will be (blank) of an impact.”
- Need the total acreage and want to know what mitigation opportunities we are looking at.

Other Trails Discussion

- For the Vincennes Trail, FPDWC would still like IDOT to make sure that there is enough space for a future trail (i.e. do not preclude plans for this trail).
- K. Fonte asked if there will still be a planned trail along Peotone Road. The trail would now be shifted and planned along the proposed Illiana Corridor. R. Powell noted that the project team is looking at putting in a berm along the Illiana Corridor so that a trail can be put in at a later time. FPDWC still wants to make sure that if the trail is constructed in pieces in the future that it can still be accessed based on lessons learned from the I-355 South Extension project.

Conclusions

- FPDWC agrees to move forward with the shifted option for the Wauponsee Glacial Trail.



Illiana Corridor Study

- The team should meet again when there are details that the FPDWC can see to move forward on the trail and wetland mitigation

The meeting concluded at approximately 2:15PM

Attendees:

Alan Darr – Village of Symerton
Rick Powell – Parsons Brinckerhoff
Katie Kukiela – IDOT/AECOM
Andrew Hawkins – FPDWC
Cori Crawford – FPDWC
Juanita Armstrong – Ullbasg – FPDWC
Karen Forte – FPDWC
Tim Good – FPDWC
Michelle Blackburn – FPDWC
Deb Specht – FPDWC
Dave Robson – FPDWC
Valerie Robbins – Parsons Brinckerhoff
Evan Markowitz – Huff & Huff (by phone)



(219)763-6060
Fax (219)762-1653

Northwestern Indiana
Regional Planning Commission
6100 Southport Road Portage, Indiana 46368

Transportation Policy Committee
NIRPC/Forum Auditorium
July 9, 2013 9:00 a.m.

AGENDA

1. Call to Order by Chairman, Opening and Announcements

- a) Pledge of Allegiance; Introductions
- b) Meeting Participation Survey
- c) **Action** on the minutes of the June 11 meeting
- d) **Action** on the recommendation to support Amtrak funding (*Stephen Sostaric*)

2. Congestion Management Process (*Stephen Sostaric and Ron Shimizu*)

- a) Illiana Project Analysis

3. Presentation: Complete Streets (*Mitch Barloga*)

4. Planning

- a) Public Participation Plan (*Ty Warner*)
- b) 2040 Plan Implementation (*Eman Ibrahim*)
- c) Intelligent Transportation System Architecture (*Kevin Garcia*)
- d) Northwest Indiana Rail VISION (*Jack Eskin*)
- e) Air Quality Conformity
- Action** to recommend adoption of the Conformity Determination (*Gary Evers*)

5. Programming

- a) Quarterly TIP Project Tracking (*Gary Evers and Amanda Pollard*)
- b) FY 2014-2017 TIP (*Gary Evers*)
- Action** to recommend adoption of the new TIP

6. Indiana Department of Transportation

- a) Project Lettings Report (*Chris Reynolds*)

7. Transit Operator Reports

- a) Northern Indiana Commuter Transportation District
- b) Gary Public Transportation Corporation
- c) Other Operators

8. Federal Highway Administration and Federal Transit Administration

9. Planning Neighbors

NIRPC Congestion Management Process

Illiana & I-65 Added Travel Lanes Projects

July 9, 2013

Tier Two



S-1391

Presentation Agenda



- **Need for CMP Analysis**
- **Analysis Approach**
- **Results**
- **Questions**

Need for CMP Analysis

Tier Two



Purpose of CMP



- Federal requirement
- Triggered by added capacity projects
- Assures that alternative strategies are considered in decision-making process
- Assures that, if implemented, new construction accommodates alternate modes

NIRPC's CMP



- Adopted in 2011
- Performance measures (grey not applicable here)
 - Roadway performance
 - Crash rates and death/injury rates reductions
 - Bike-ped crash reduction
 - Increase transit mode share
 - Increase transportation service to EJ populations*
 - Reduce incident clearance time
 - Reduce transit safety incidents
 - Increase transit route coverage
 - Increase maintenance/reconstruction funding

*subject to separate analysis

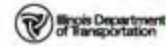
Analysis Approach

Tier Two

Tier Two



Analysis Methodology



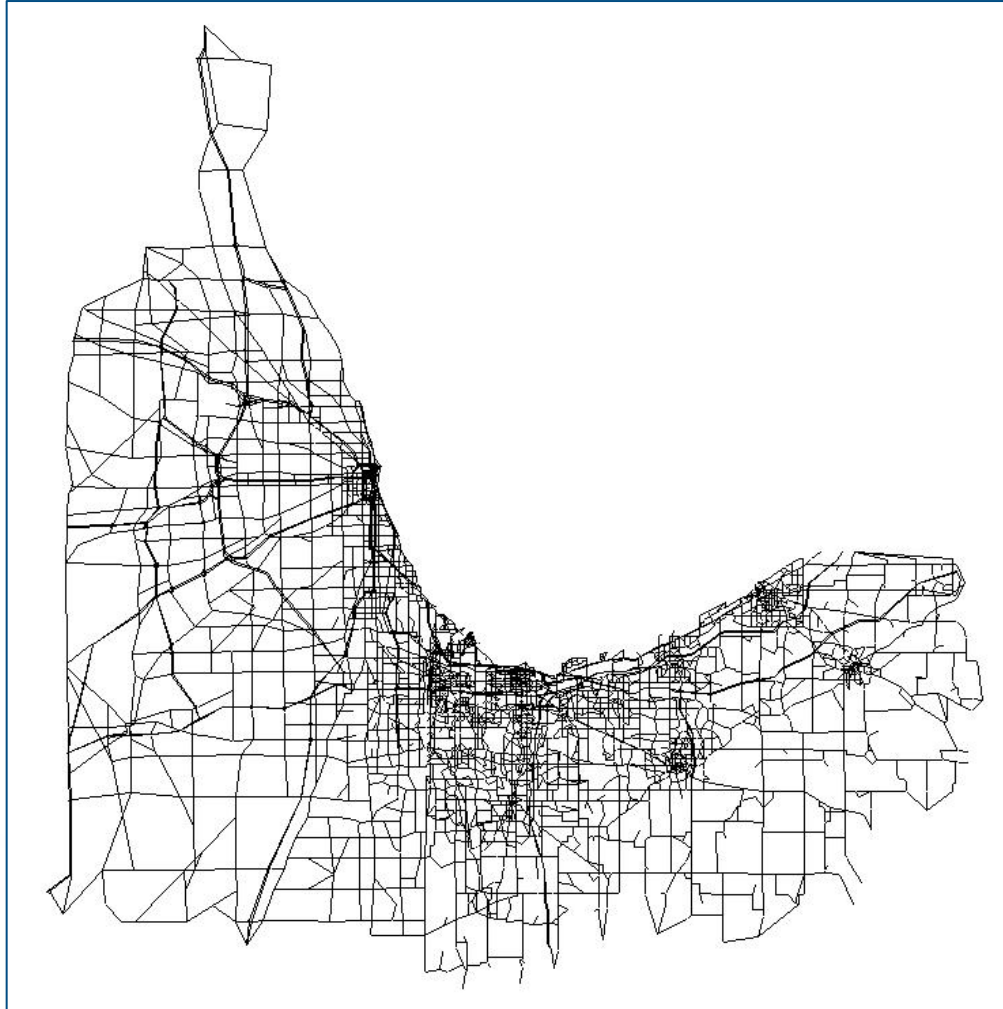
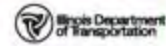
- Identify congested areas to be addressed by proposed projects
- Test proposed projects using NIRPC travel demand model
- Evaluate potential CMP, transportation system management (TSM) & travel demand management (TDM) strategies in lieu of proposed projects using off-model techniques
- Compare results to see if CMP strategies achieve benefits equivalent to proposed projects



- NIRPC travel demand model is a four-step model with trip generation, distribution, mode choice and assignment.
- Three time periods (AM, PM, Off-peak)
- Multi-class assignment (autos and trucks)
- Years
 - 2010 base year
 - 2040 forecast year used for latest conformity analysis run (May/June 2013)

NIRPC Highway Network

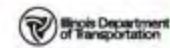
Tier Two



- 2040 highway network from most recent conformity run used as starting point
- I-65 added travel lanes project & Illiana project were added to 2040 highway network

Test I-65 ATL & Illiana Projects

Tier Two

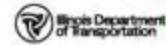


- Prepared alternative 2040 networks for testing:
 - I-65 Added Travel Lanes
 - Illiana Project Travel Lanes
- Ran alternative 2040 networks in NIRPC travel demand model
- Prepared summary travel performance measures for alternative 2040 networks versus 2040 base network



CMP Analysis

Tier Two



- Identify potential CMP strategies & locations
 - Intersection improvements, access management on SR-53 Broadway between US-30 & US-231
 - Intersection improvements, improved signal interconnects, access management on US-30 & US-231 (109th) between State Line & I-65
 - TDM strategies (employer-oriented)
 - East-west arterial extensions/widenings
 - Transit potential
- Off-network evaluation of CMP strategies
 - Use forecasted traffic levels & previous travel performance improvement estimates for strategies
 - National case study results (TDM strategies)
 - Prior analyses from similar studies (Illiana Tier One EIS)
 - Threshold analysis (transit)

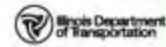
Results

Tier Two

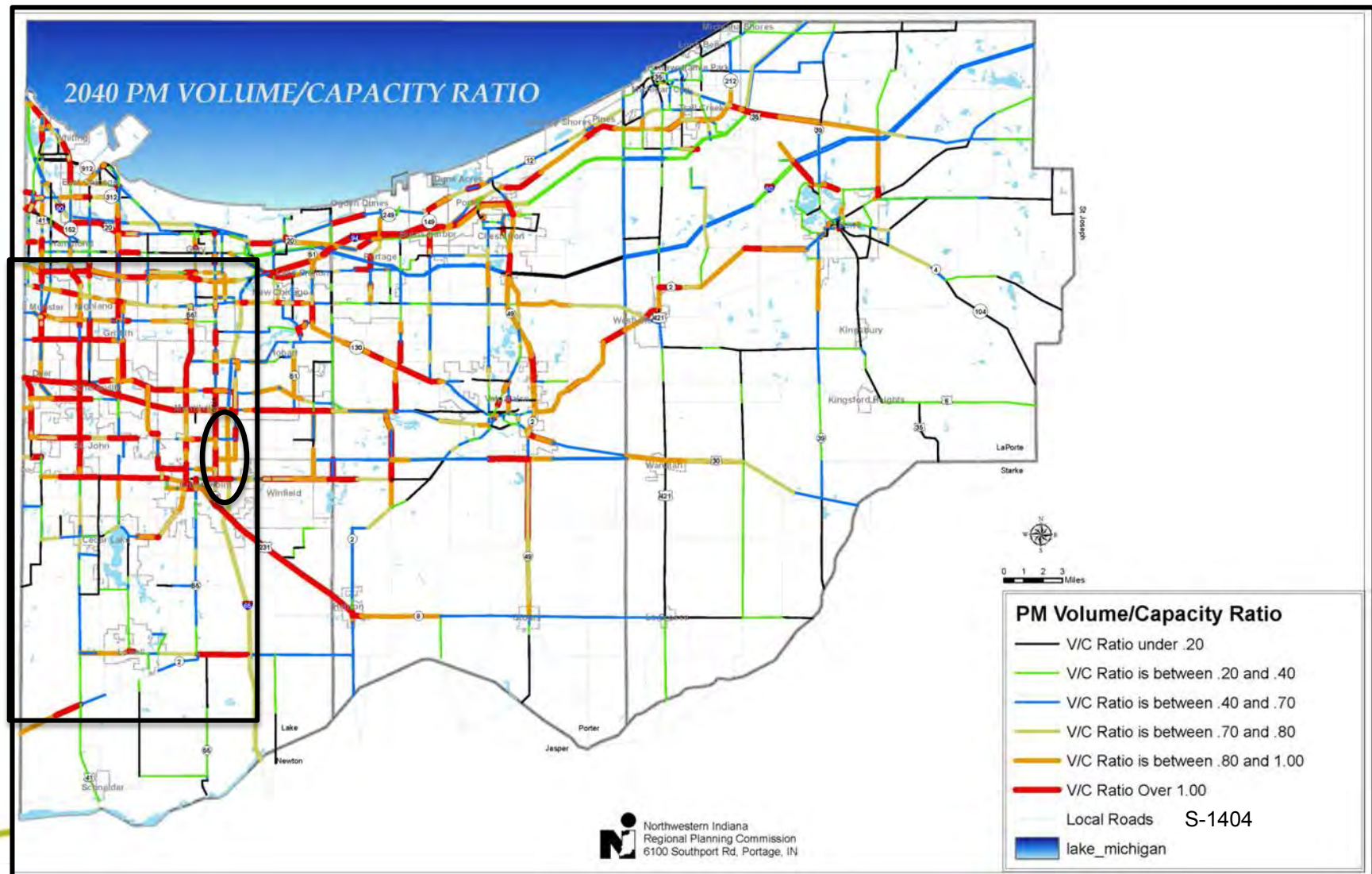


Identification of Congested Areas

Tier Two

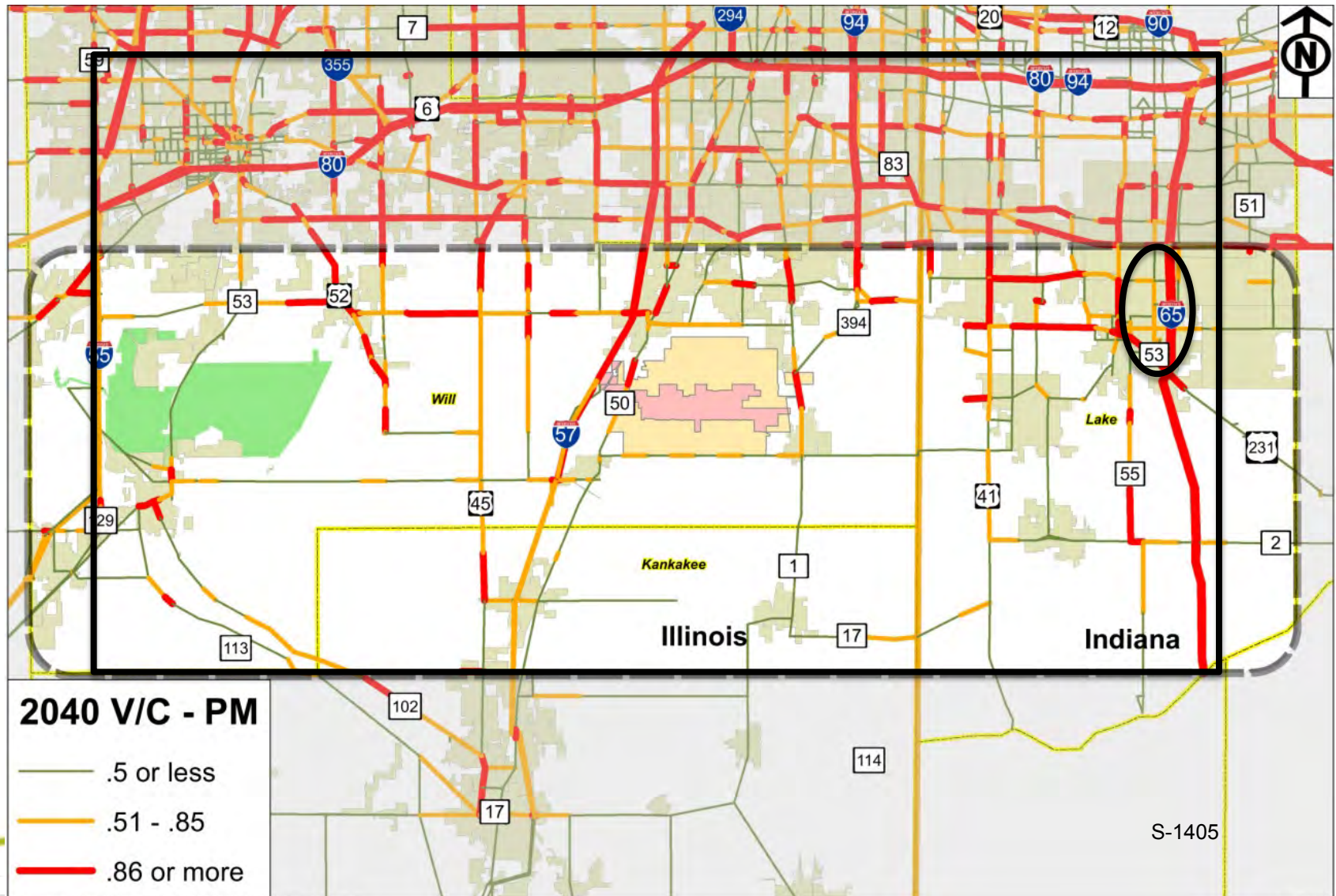
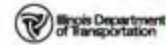


- NIRPC 2040 base travel model run



Identification of Congested Areas

- Illiana Corridor Study 2040 base travel model run



I-65 ATL Lake Co. Model Results

Tier Two

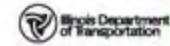


All Vehicles, 2040 Daily Results

Network	2040 VMT	2040 VHT
2040 Base	18,535,425	958,810
2040 I-65 ATL	18,525,591	957,080
Difference	-9,834	-1,730

I-65 ATL Crash Analysis

Tier Two



All Vehicles, 2040 Annual Results

Network	Interstate MVMT	Arterial MVMT
2040 Base	2,094	4,672
2040 I-65 ATL	2,094	4,668
Difference	-	-4
Crashes	-	-12

Indiana Crash Rates:

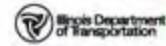
0.830 crashes per MVMT – Interstates

2.941 crashes per MVMT - Other



CMP Strategies (SR-53) Results

Tier Two



- SR-53 (between US-30 & US-231)
 - 2040 estimated ADT between 34,000 & 24,000 vpd
 - Assume 5% reduction in congestion during 2-hour AM & PM peak periods by implementing CMP strategies (intersection improvements, access management)
 - Results in reduction of 55 VHT per day in 2040
- Employer strategies
 - Increased flex time / telecommuting
 - Assume 2% of work trips on SR-53 removed from peak periods
 - Results in reduction of 10 VHT per day in 2040

I-65 ATL CMP Conclusion

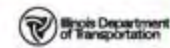
Tier Two



- I-65 ATL vs. CMP Strategies
 - In 2040, the I-65 ATL results in a daily reduction of 1,730 VHT
 - In 2040, CMP strategies result in a daily reduction of 65 VHT
 - In 2040, the I-65 ATL results in a daily reduction of 1,665 VHT versus CMP strategies
 - Assuming a value of time of \$24 per vehicle hour, this is equivalent to \$14.6 million of travel time savings in 2040
 - Implementation of CMP strategies are not a replacement for the I-65 ATL project

Illiana Lake Co. Model Results

Tier Two



No Toll (All Vehicles, Daily Results)

Network	2040 VMT	2040 VHT
2040 Base	18,535,425	958,810
2040 Illiana	18,190,046	906,242
Difference	-345,379	-52,568

Tolled @ 25% Traffic Retention (All Vehicles, Daily Results)

Network	2040 VMT	2040 VHT
2040 Base	18,535,425	958,810
2040 Illiana	18,397,273	937,783
Difference	-138,152	-21,027

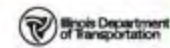
Tolled @ 75% Traffic Retention (All Vehicles, Daily Results)

Network	2040 VMT	2040 VHT
2040 Base	18,535,425	958,810
2040 Illiana	18,224,944	911,499
Difference	-310,841	-47,311



Illiana Lake Co. Model Results

Tier Two



No Toll (Trucks Only, Daily Results)

Network	2040 TMT	2040 THT
2040 Base	2,531,744	123,386
2040 Illiana	2,384,118	110,544
Difference	-147,626	-12,842

Tolled @ 25% Traffic Retention (Trucks Only, Daily Results)

Network	2040 TMT	2040 THT
2040 Base	2,531,744	123,386
2040 Illiana	2,472,694	118,250
Difference	-59,050	-5,136

Tolled @ 75% Traffic Retention (Trucks Only, Daily Results)

Network	2040 TMT	2040 THT
2040 Base	2,531,744	123,386
2040 Illiana	2,398,881	111,828
Difference	-132,863	-11,558



Illiana Crash Analysis



No Toll (All Vehicles, 2040 Annual Results)

Network	Interstate MVMT	Arterial MVMT
2040 Base	2,094	4,672
2040 Illiana	2,169	4,470
Difference	+75	-202
Crashes	+62	-594

Tolled @ 25% Traffic Retention (All Vehicles, 2040 Annual Results)

Crashes	+25	-213
---------	-----	------

Tolled @ 75% Traffic Retention (All Vehicles, 2040 Annual Results)

Crashes	+25	-213
---------	-----	------

Indiana Crash Rates:

0.830 crashes per MVMT – Interstates

2.941 crashes per MVMT - Other



CMP Strategies (US-30, US-231) Results

Tier Two

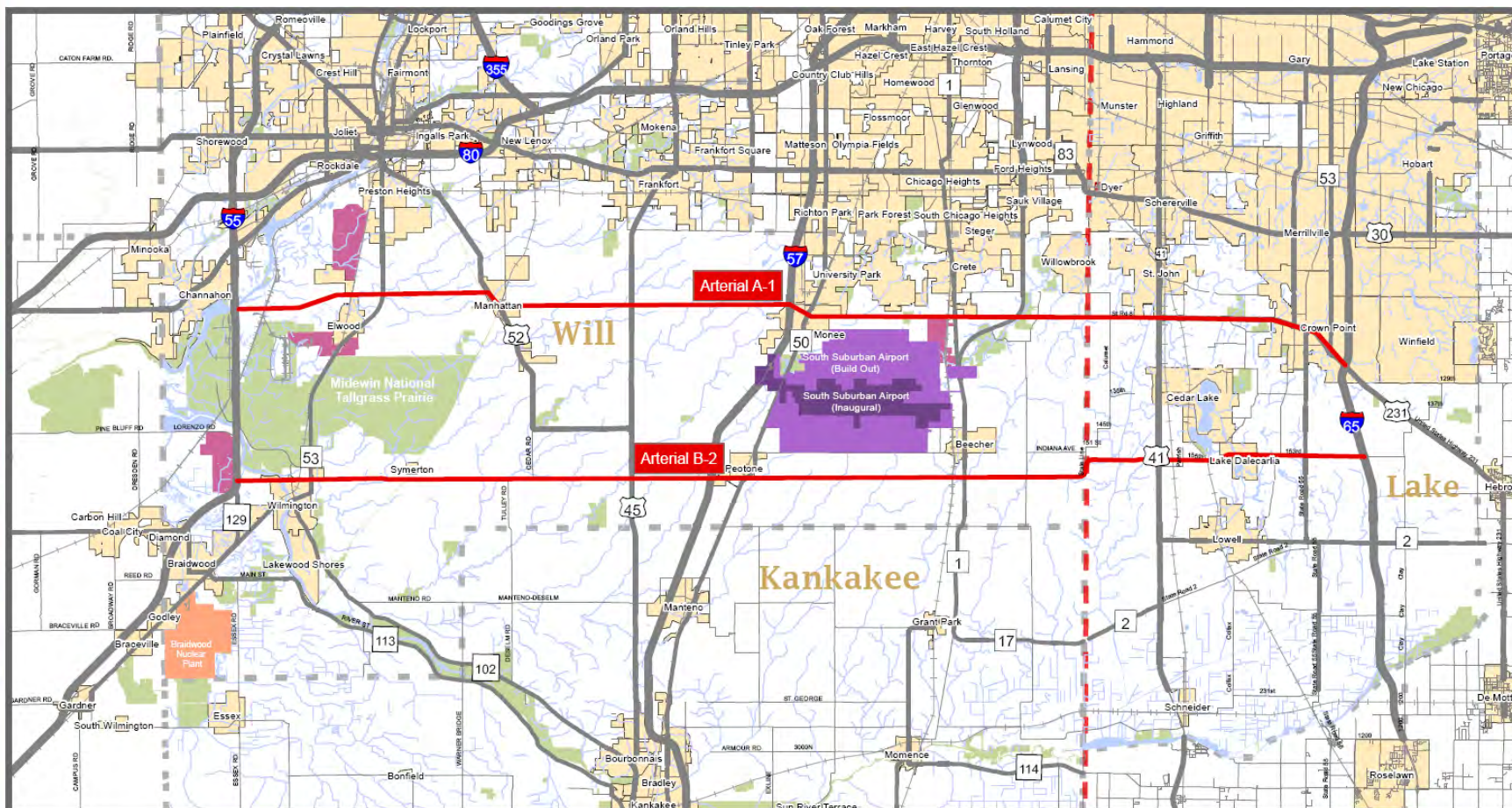


- US-30 (between State Line & I-65)
 - 2040 estimated ADT is XX,XXX vpd
 - Assume 5% reduction in congestion during 2-hour AM & PM peak periods by implementing CMP strategies (intersection improvements, access management)
 - Results in reduction of XXX VHT per day in 2040
- US-231 (between State Line & I-65)
 - 2040 estimated ADT between XX,XXX vpd
 - Assume 5% reduction in congestion during 2-hour AM & PM peak periods by implementing CMP strategies (intersection improvements, access management)
 - Results in reduction of XXX VHT per day in 2040
- Employer strategies
 - Increased flex time / telecommuting
 - Assume 2% of work trips on US-30 & US-231 removed from peak periods
 - Results in reduction of XX VHT per day in 2040

Illiana Arterial Widening Alternatives

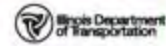
A-1 & B-2

Tier Two



Arterial Widening Performance

Tier Two

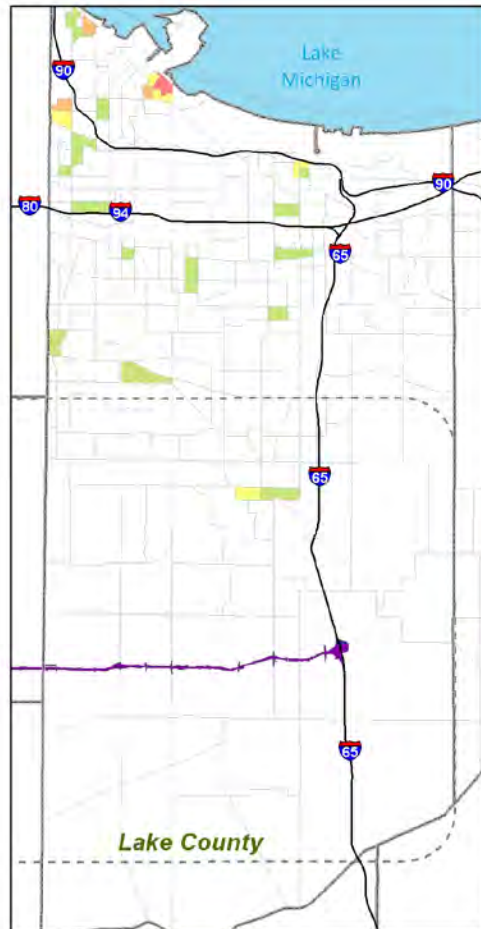
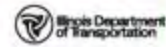


- Arterial Widenings (from Illiana Tier One Alts. A-1 & B-2)
 - Worst travel performance in meeting the Illiana Purpose & Need (reduction of approximately 300 daily VHT in Indiana in 2040)
 - Cemeteries impacted by both alternatives
 - Arterial Widening Alt. A-1:
 - Highest overall residential & commercial building impacts
 - High wetland impacts
 - High park & nature area impacts
 - Arterial Widening Alt. B-2 had the overall lowest traffic utilization
- Arterial Widenings (Alts. A-1 & B-2) were not carried forward for further evaluation

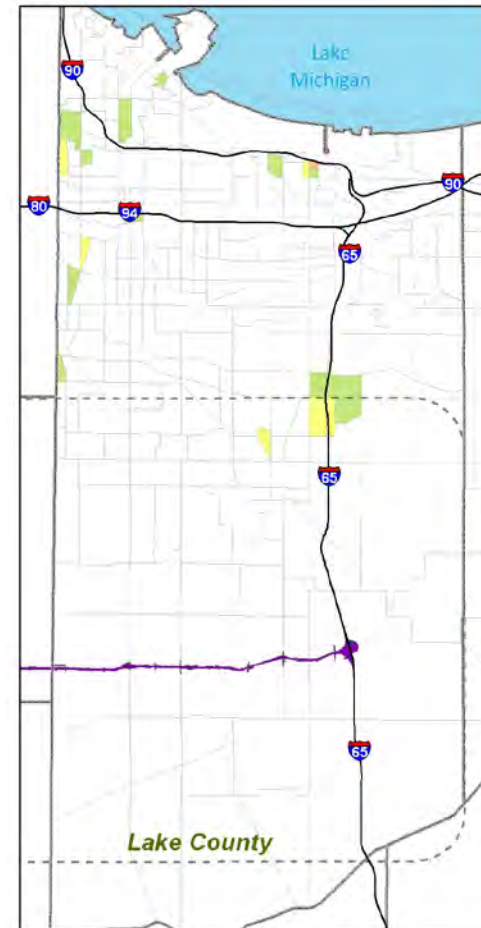
Transit Threshold Analysis

Tier Two

- Did not meet NIRPC population & employment density thresholds for fixed-route transit service



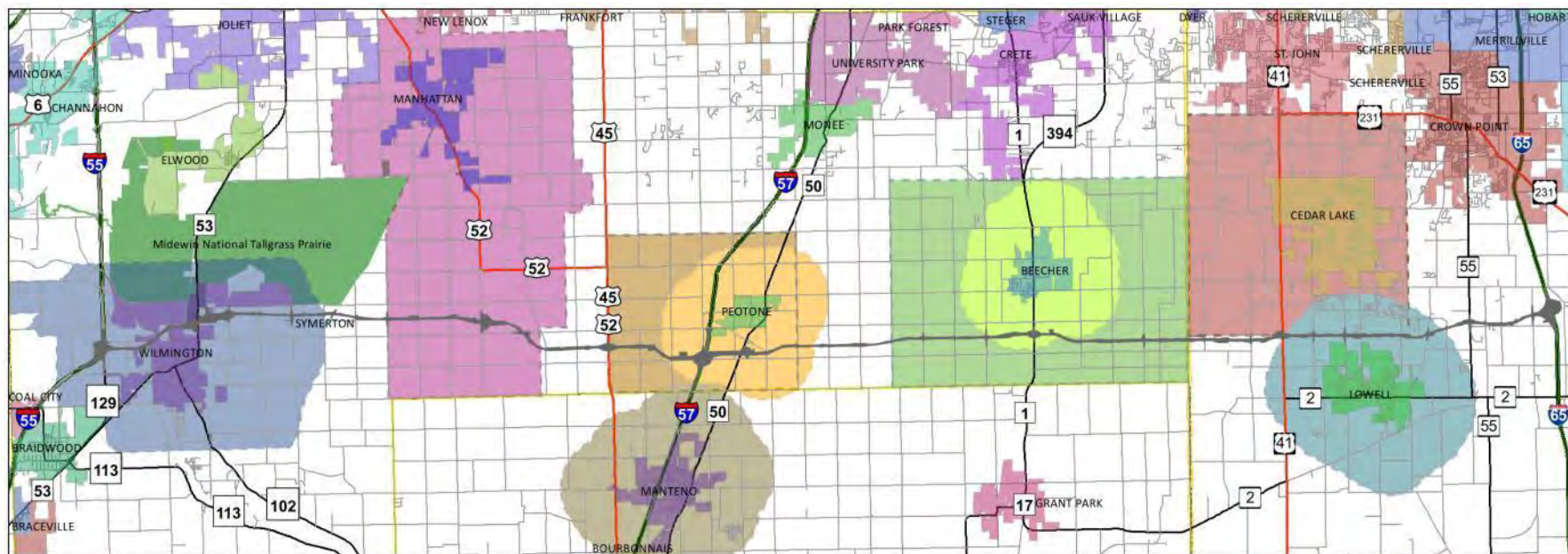
Legend
NIRPC 2040 Forecast
Population / Square Mile
0 - 6,910
6,911 - 12,100
12,101 - 15,550
15,551 - 20,735
20,736 or more
Alternative B3
Study Area



Legend
NIRPC 2040 Forecast
Employment / Acre
0 - 6
7 - 11
12 - 25
26 - 50
51 or more
Alternative B3
Study Area

Non-Motorized & Land Use Strategies

- Tier Two of the Illiana Corridor Study is examining:
 - Corridor wide land use themes & framework for incorporation of project in local plans
 - Opportunities for non-motorized trails or trail connections



Illiana CMP Conclusion



- Illiana vs. CMP Strategies
 - In 2040, the Illiana project results in a daily reduction of X,XXX VHT
 - In 2040, CMP strategies result in a daily reduction of XXX VHT
 - In 2040, the Illiana project results in a daily reduction of X,XXX VHT versus CMP strategies
 - Assuming a value of time of \$24 per vehicle hour, this is equivalent to \$XX million of travel time savings in 2040
 - Arterial widening alternatives have impacts and result in small improvements in regional travel performance
 - Implementation of CMP strategies are not a replacement for the Illiana project

STAKEHOLDER MEETING SUMMARY

Ridge Property Trust

Date: July 10, 2013
Time: 4:45 – 5:15 PM EDT
Location: Via Phone

The primary purpose of the meeting was to discuss topics related to the indirect and cumulative impacts analysis.

- Ridge Property Trust is a private REIT that invests and develops industrial properties around the US and Mexico. Ridge Property Trust has developed a number of projects in the Chicago area.
- The proposed Ridgeport Intermodal Center is the only intermodal project currently under development by Ridge Property Trust in the Chicago area. Ridge Property Trust currently owns 1,500 acres of land for the development and BNSF railroad owns 250 acres and has approval to buy additional land. In total, the development could be up to 2,500 acres at full build-out.
- The transcontinental rail line that serves the property is primarily used for eastbound-destined trains originating from the west coast, bringing in products that are offloaded at the Port of LA/ Long Beach, CA. The items being shipped from the intermodal center are primarily consumer products; however Ridge Property will also soon be moving food products. The food shipments will consist of unit trains moving fresh fruits and vegetables from CA Central Valley to Chicago. In addition, products from the Midwest are loaded and backhauled to the west coast for consumption or export.
- The Ridgeport Intermodal Center site was chosen because of the infrastructure that is currently located there, including the frontage on I-55, the interchange at Lorenzo Road and approximately 10,000 linear feet of frontage on the transcontinental rail line.
- Intermodal facility operations are 24/7.
- There are no restrictions or local laws prohibiting truck traffic around the Ridgeport facility.
- The proposed Illiana interchange at I-55/IL-129 is located at the south end of the Ridgeport property. IDOT requested that Ridge Property provide for an Illiana connection from IL-129 into the intermodal site.
- With the proposed Illiana highway, there would be no reason for trucks coming to/from the Ridgeport facility to use IL-53.
- Midewin National Tallgrass Prairie has not expressed any concerns to Ridge Property regarding noise or lighting impacts due to increased traffic from the Ridgeport Intermodal Center project. Midewin didn't respond during the Ridge Property annexation process. (The City of Wilmington annexed the Ridgeport site to the municipality.) In addition, the traffic impacting Midewin is already there. The Illiana project should improve the situation, since the project is expected to shift traffic from IL-53 to I-55.
- Improvements to Lorenzo Road, to expand the roadway to a 5-lane highway, are already underway. IDOT designed and reconfigured the Lorenzo Road interchange because of the impact of northbound truck traffic on Lorenzo Road (there is a need to reduce stacking on the I-55 on-ramp).
- Ridge Property set aside in excess of 100 acres for retail development within the Ridgeport Intermodal Center development. The type of retail development will include a travel plaza, supporting retail, motels, banks, and some convenience shopping to support employees. At full build-out in 10-15 years, there will be approximately 20,000 employees working at the Ridgeport Intermodal Center.



Illiana Corridor Phase I Study

- Ridgeport Intermodal Center will have a total of approximately 14-20 million square of buildings. Except for the retail component, these buildings would consist of warehouse space. 100 acres are set aside for ancillary commercial uses, so no land use impacts are expected outside its site.
- Ridge Property doesn't have the ability to develop residential space at Ridgeport Intermodal Center per their annexation agreement.
- Ridge Property considers one of the biggest benefits of the Illiana to be the ability to move truck traffic directly from I-55 to Illiana without the need to use secondary highways such as IL-53, which have seen negative impacts due to increased traffic.
- There is currently enough freight railroad capacity to handle the rail traffic coming to Chicago from the west coast. In addition, there is no demand for more intermodal centers in the region.
- The Illiana project is expected to decongest truck traffic on I-80. In addition, because of current driving rules, the Illiana will allow trucks to drive farther east than if they had to drive north first and then over on I-80. This should lessen the impact of development farther east, as a company located at Ridgeport could drive product directly to a store in Indiana via the Illiana, instead of having to build another warehouse location in Indiana for these shipments.

Attendees (by phone):

Jim Martell, CEO, Ridge Property Trust

Jennifer Wagner, Ridge Property Trust

Caroline Ducas, PB

Allan Hodges, PB

ONE ON ONE MTG

RODAWOLD FARM STEAD

July 25, 2013

3:00PM

NAME

PHONE
NUMBER

EMAIL

Sean LaDieu HRGreen 630.708.5008

SLADIEU@HRGREEN.COM

Katie Kukielka IDOT/AECOM 847-705-4126

katie.kukielka@illinois.gov

Rick Powell Patrons Brickerhoff 312.330.7477

powellw@pbworld.com

MIKE CULLIVAN IDOT-^{LAND} ACQ. 847/705-4280

mike.cullivan@illinois.gov

JOE RODAWOLD JR

815-476-7258

jrodawold@yahoo.com

Jim Rodawold

815-476-5470

Rodee 79@yahoo.com

Kristina Rodawold

815-476-7258

Dan Phefan

815-476-6457

Dora SLAYTON

815-545-2054

PHYLLIS SLAYTON

815-258-2841

PDSLAYTON@AOL.COM

Katie Rodawold

815-476-5470

Rodee 79@Yahoo.COM

Louis + Marie Rodawold 815-476-7113

Janet Seibert

815-353-3655

jseibert@dishmail.net

Doug Bernhard

815-423-5277

bernhardfarms@gmail.com

Teresa Bachmann

815-467-0923

tbachmann@min201.org

Charlie Bachmann

u u

Arontbach@aol.com

JOE Rodawold Sr

815-476-7179

jrodawold@aol.com

Esther Rodawold

815-476-7179

elee1660@aol.com

Jim Gorman

815-476-7514

Rob Rodawold

815 325-5094

Marie Rodawold

815-476-7113

Rita Rodawold

815-476-7113

Steve Schilke IDOT

Meeting Summary

Rodawold/Riley families and nearby residents

Date: July 25, 2013

Time: 3:00 PM CDT

Location: Rodawald Farm, Florence Township, Will County, IL

The purpose of this meeting was to meet property owners in the vicinity of the Louis and Marie Rodawold farmstead (including members of the extended Roadwold/Riley families as well as neighboring property owners) to explain the current status of the Illiana Corridor project, to show where the various alignment and interchange alternatives are located, and to get stakeholder feedback on these alternatives.

S. Schilke initiated the meeting by going through introductions. S. Schilke then explained the history of the project beginning with the Tier 1 DEIS evaluation of alternative corridors and the selection of a preferred corridor. Through the Tier 1 process, Corridor B3 provided the best balance of traffic performance and minimization of potential impacts, and was identified as the preferred corridor to be studied further in Tier 2.

S. Schilke explained the constraints of Corridor B3, especially at the west end. Midewin Tallgrass Prairie (Midewin) was granted federal protection in 1996, preventing the use of Midewin land for the corridor. Other constraints include the Kankakee River crossing, the power lines, and the gas lines. Additionally, IL-53 is Historic Alternate Route 66, and several groups want to protect it as a cultural resource. Traffic projections in the area of Wilmington along IL-53 are approximately 11,000 vehicles per day (vpd) currently, and are projected to grow to 22,000 vpd in 2040. Over 200 traffic counts were conducted in the corridor. Data was also collected through various outreach meetings with stakeholders in the study area, including the intermodal facilities, to determine the existing traffic volumes as well as help to project the future traffic volumes in 2040.

Given the traffic generated in the area of IL-53, which is a Class II truck route, an interchange at IL-53 is desirable for the purposes of getting the trucks to the Illiana Corridor in the most direct manner. However, due to stakeholder interest in reducing impacts to IL-53, alternative access locations are being considered. These include Riley Road, Old Chicago Road, and a location between Riley Road and IL 53. Old Chicago Road was not presented at the last public meeting as an option to be carried forward due to the lower traffic projected when compared to an access location at Riley Road or IL-53. The Old Chicago Road option introduces 3 miles of adverse travel from the west to get to the interchange. In addition, this increases the travel on arterial roads.

The discussion of the project funding included a toll vs. non-toll facility. S. Schilke explained that there will be less traffic on the corridor if it were to be a toll facility as compared to a non-tolled facility. Funding to build the roadway is currently being evaluated as a Public-Private-Partnership (P3). There are a variety of P3 arrangements that could be established to design, build, operate, and maintain the road. The current construction cost estimate is approximately

\$1.3 billion. Funding for land acquisition has been obtained by both IDOT and INDOT. This money comes from sources including the motor fuel tax, which is separate from sources used to fund other state needs. The P3 arrangement terms are to be determined, but will typically be an agreement for 35 to 75 years depending on the payment methods.

Attendees questioned how it will be handled if developments that may come after Illiana is built decide to relocate somewhere else. S. Schilke indicated that IDOT has no control over development but in some cases, the improvements that are needed to build a development are performed by permit and paid for by the developer; the developers are therefore invested in the area to some degree. With the P3 arrangement, there will likely be a commitment to operate and maintain the road for a period of time. This will likely include performance specifications to make sure the Illiana Corridor is maintained.

The meeting attendees wanted to know how impacts, mainly residential and farmstead relocations, are mitigated, and what items are compensated for. M. Cullian from IDOT land acquisition explained the process, including the process of getting the property appraised by an independent appraiser that is not an IDOT employee, establishment of fair market value and the basis for the purchase offer, and a description of Illinois' quick-take process for condemnation of parcels where construction is imminent.

The meeting concluded at approximately 6:00 PM CDT.

Attendees: See attached.

Remote Attendees: none.

NIRPC Technical Coordination Meeting Agenda
Thursday, August 1, 2013
10:30 a.m. - 11:30 a.m. (Central Time) @ NIRPC Office

Agenda Items:

1. Prior Meeting Summaries
2. Status update for Illiana Corridor Study
3. CMP Documentation
4. EJ & Conformity Status Report
5. Public comment/Public meeting schedule
6. Next meeting



NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

Together We Make The Difference

6100 Southport Road Portage, Indiana 46368

Fax Messages

(219) 763-6060

(219) 762-1653

On the Internet

www.nirpc.org

E-mail Messages

nirpc@nirpc.org

ENVIRONMENTAL MANAGEMENT POLICY COMMITTEE

AUGUST 1, 2013

AGENDA

CALL TO ORDER AND PLEDGE OF ALLEGIANCE	9:00
<i>Kevin Breitzke, Chair</i>	
INTRODUCTIONS	9:03
APPROVAL OF JUNE 6, 2013 EMPC MEETING MINUTES	9:07
NIRPC BUSINESS:	
a. CMAQ announcement	9:10
PRESENTATIONS:	
a. Lakeshore Air Toxics Study	9:15
<i>Jeff Stoakes - Senior Environmental Manager, IDEM Office of Air Quality</i>	
b. Illiana - Phase II Corridor Study Update	9:45
<i>Jim Earl, INDOT</i>	
ANNOUNCEMENTS	10:15
PUBLIC COMMENT	10:25
ADJOURN	10:30

 **NEXT MEETING DATE: SEPTEMBER 5, 2013**

TTY users may access the Relay Indiana Service by calling 711 or 1-800-743-3333.
Requests for alternative formats may be made by contacting Meredith Stilwell at 219-763-6060, ext. 138
or email to mstilwell@nirpc.org.

The Northwestern Indiana Regional Planning Commission (NIRPC) prohibits discrimination in all its programs and activities on the basis of race, color, sex, religion, national origin, age, disability, marital status, familial status, parental status, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program.

NIRPC Environmental Management Policy Committee

August 1, 2013

Tier Two



Agenda



- Current Status
- Environmental Analyses & Best Management Practices
- Next Steps

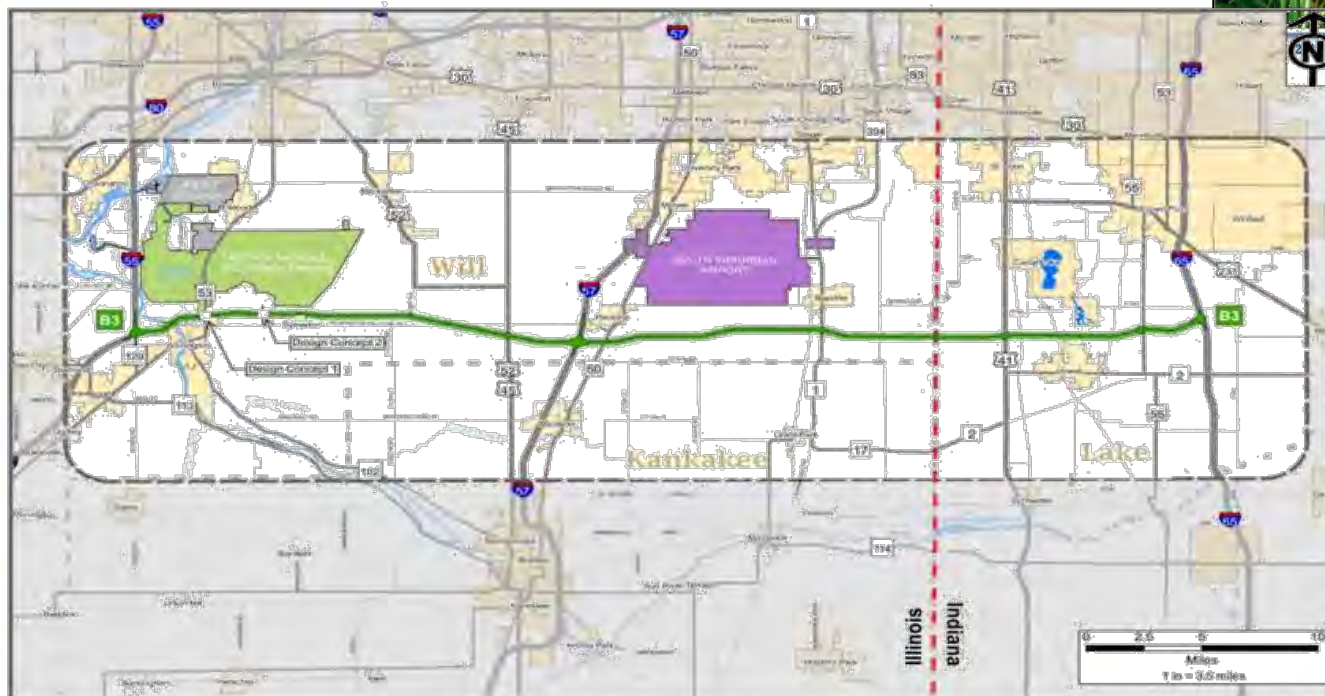
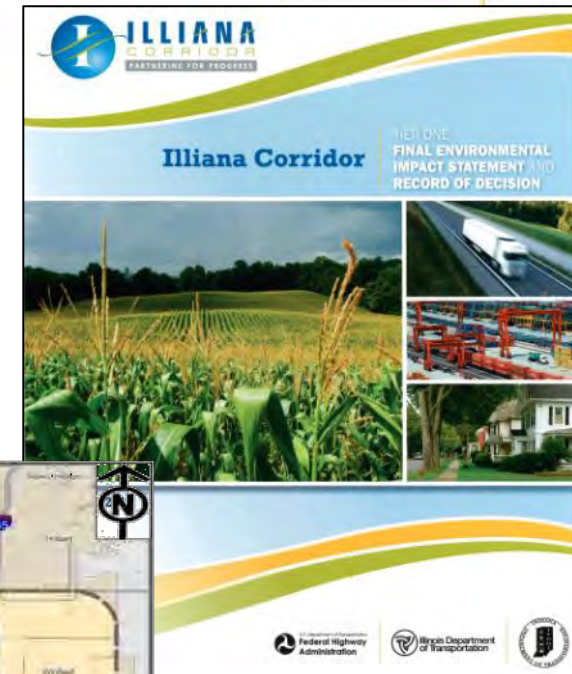
Current Status

Tier Two



Illiana Corridor Tier Two Studies

- Preferred Corridor Recommendation of B3 and No Action Alternative the starting point for Tier Two





Working Alignment Measures Potential Impacts

Tier Two



- Alignment location will move
- Actual alignment will be finalized fall 2013

US-41 Interchange

Tier Two



A map showing the RTE-41 Interchange. A purple line representing the interchange runs horizontally across the map. A red line representing US-41 runs vertically, intersecting the purple line at a pink circle. Another red line runs vertically to the right, intersecting the purple line at a black circle. A yellow line representing US-231 runs diagonally from the top right to the bottom right, intersecting the purple line at a black circle. A blue line representing Interstate 65 runs diagonally from the bottom right. A blue lake is located north of the interchange. Highway shields for 41, 231, and 65 are visible. A purple box with the text 'RTE-41 Interchange' is placed over the pink circle.

RTE-41 Interchange

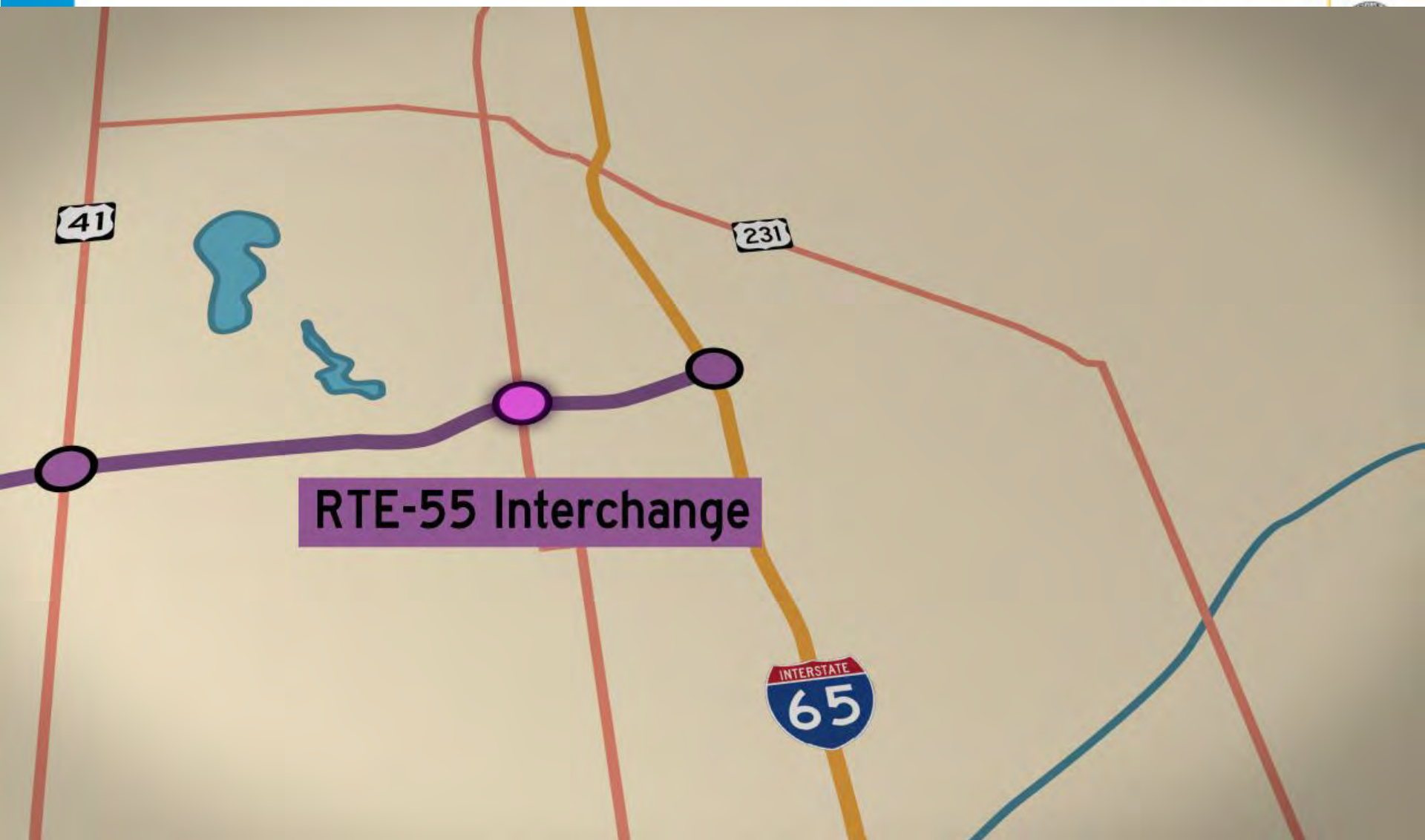
US-41 Interchange

Tier Two



Indiana RTE-55 Interchange

Tier Two



Indiana RTE-55 Interchange

Tier Two







I-65 System Interchange





I-65 System Interchange



Indiana Alternatives



Location	Proposed Alternatives Description
IN/IL State Line to Mount Street	One alignment alternative
Mount Street to Holtz Road	Two alignment alternatives – an alignment to the south of the Tier One working alignment to minimize wetland impacts, and an alignment to the north of the Tier One working alignment to minimize contiguous forest severance
Holtz Road to Broadway Street	One alignment alternative
Broadway Street to I-65	Two alignment alternatives – a trumpet interchange to the south of the Tier One working alignment, and a trumpet interchange further to the south based on safety considerations and minimizing impacts to forested areas.

P3 Development Status



- Illiana P3 Industry Forum held on June 24 & 25, 2013
- Request for Qualifications – Fall 2013
- Request for Proposals – Winter 2013/ Spring 2014

Evaluate
Commercial
Options

Procurement
Process

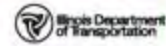
Environmental Analyses & Best Management Practices

Tier Two



Tier Two EIS Studies

Tier Two



- Social/Economic
- Indirect & Cumulative Impacts
- Agricultural
- Cultural (historic/arch.)
- Air Quality
- Noise
- Energy
- Natural Resources
- Flood Plains
- Water Quality/Resources
- Environmental Justice
- Wetlands
- Special Waste
- Special Lands
- Permits/ Certifications
- Other Issues

Sequencing of environmental mitigation:

- Avoiding the impact altogether
- If avoidance is not feasible, Minimize the impact by limiting the degree or magnitude of the action
- Mitigating for the impact by replacing or providing substitute resources or environments

Illiana Field Studies (IN)



- Wetland/Waters of the U.S. delineations
- Aquatic Resources
 - Habitat Assessments
 - Fish and Mussels
 - Aquatic Macro-Invertebrates
 - Water Quality sampling
- Indiana Bat
- Eastern Prairie Fringed Orchid
- Riparian Corridor Tree Study



Detailed Analysis of Natural Resources



- Grassland Birds – Analysis of impacts and minimization strategies
- Riparian Corridors
 - Water Quality Buffers
 - Wildlife Crossings
 - Connectivity with Natural Areas
- Wetlands
 - Field visits conducted with federal and state agencies.
 - Review of potential impact areas and minimization/avoidance measures
- Forest Impacts
 - Field review – Minimizing and avoidance of impacts to area forests.



Mitigation Opportunity Areas

Tier Two



Water Quality Best Management Practices (BMP)



BMP Swale-Basin



BMP Swale



BMP Infiltration

Wetland/Riparian Buffer



Riparian Buffer WQ BMP



Wetland Water Quality (WQ) BMP

Prairie or Forest Restoration/Enhancement



Forest Restoration or Enhancement



Prairie WQ BMP



Prairie Restoration



Wildlife Crossing



Edge of Pavement



Right-of-Way

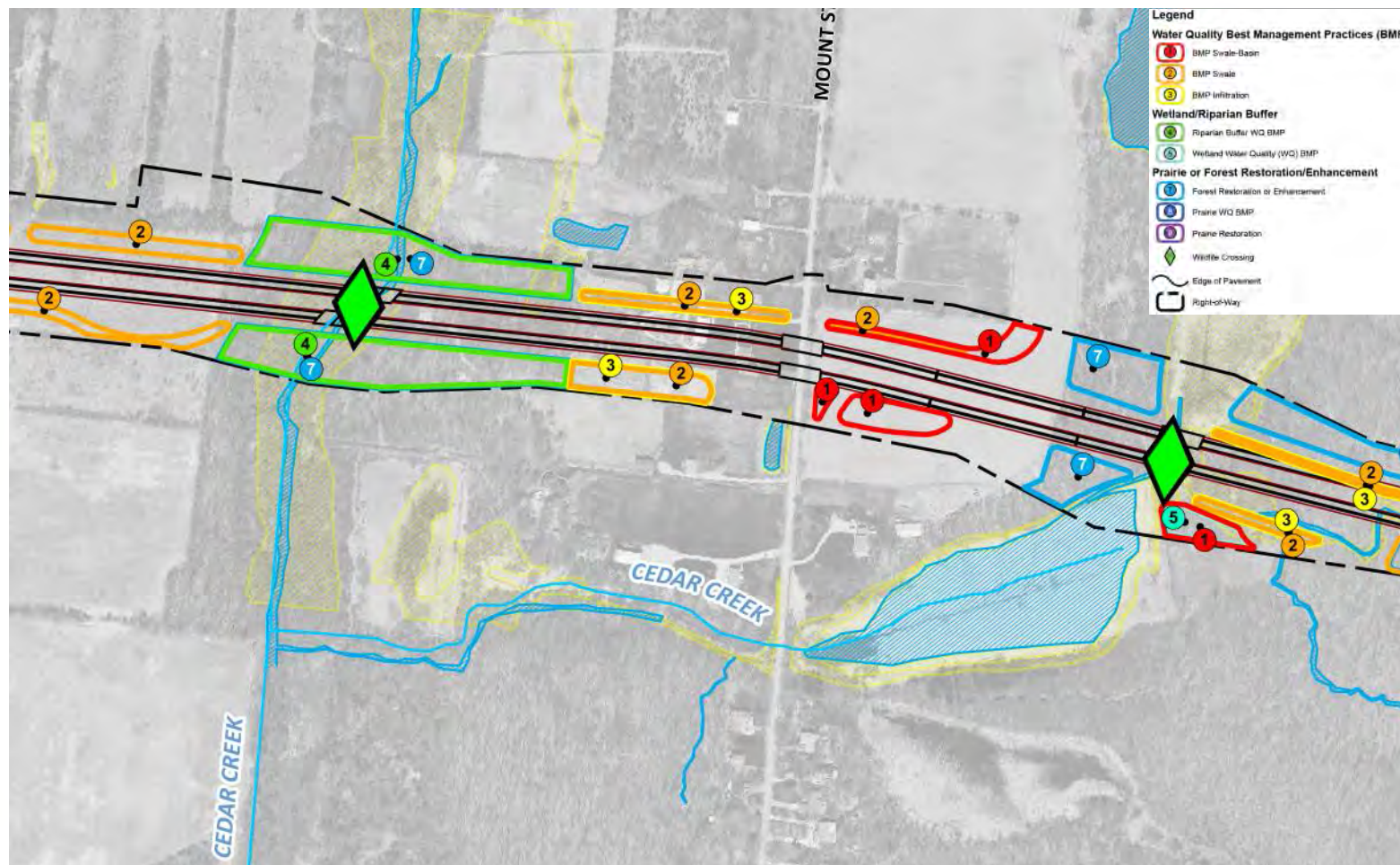
BMP Opportunity Areas



Tier Two



- Cedar Creek, IN



BMP Example

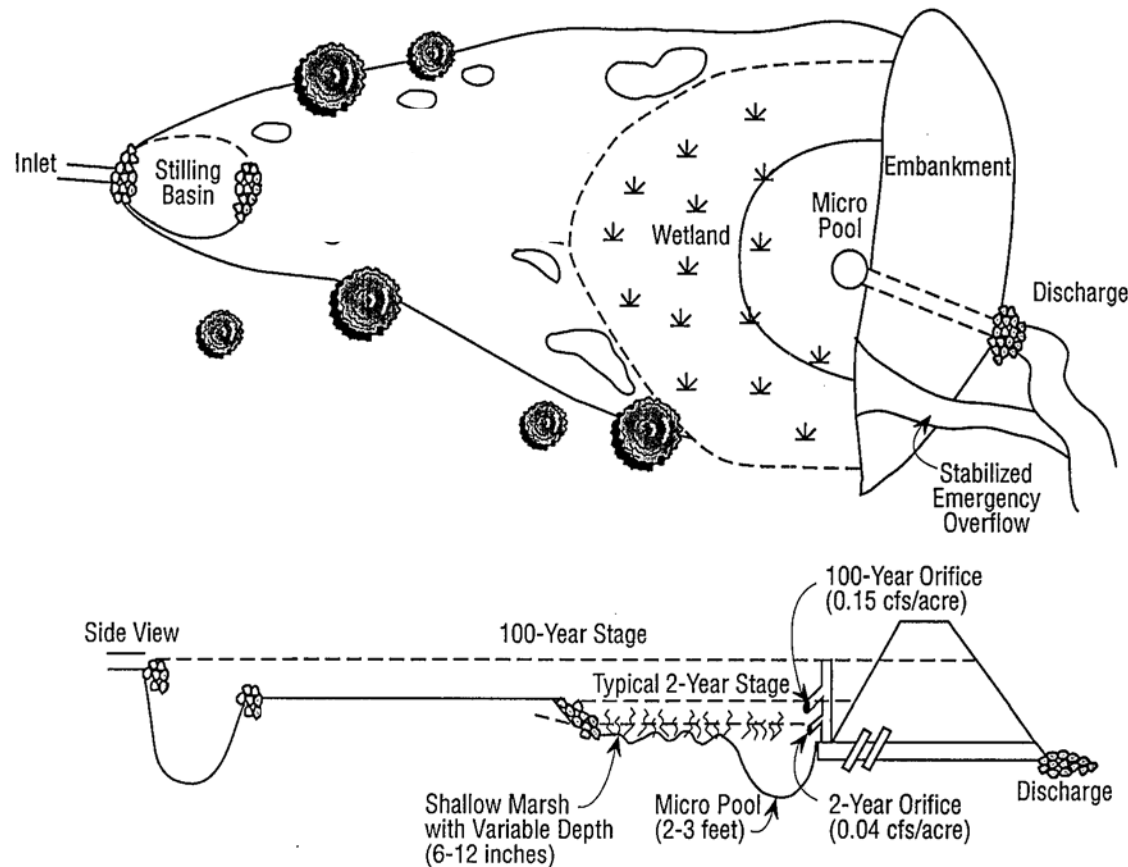


Naturalized Stormwater Management Facilities



Unit
Mac

Typical Water Quality Wetland/Detention Pond

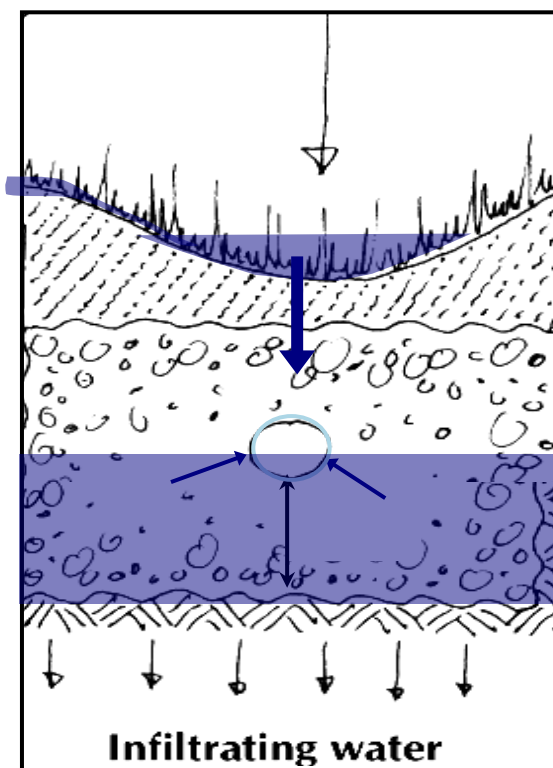
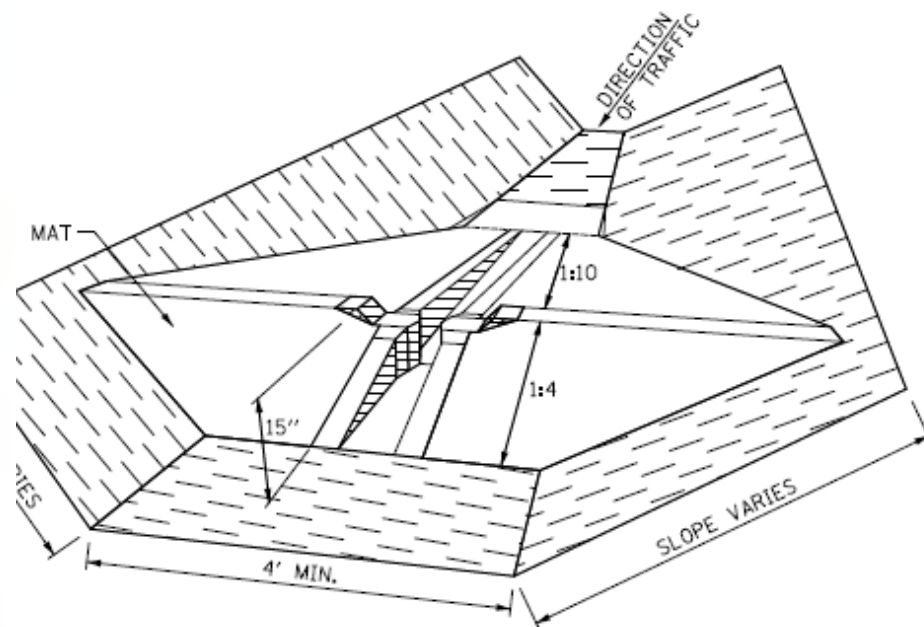


Bioswale

Tier Two

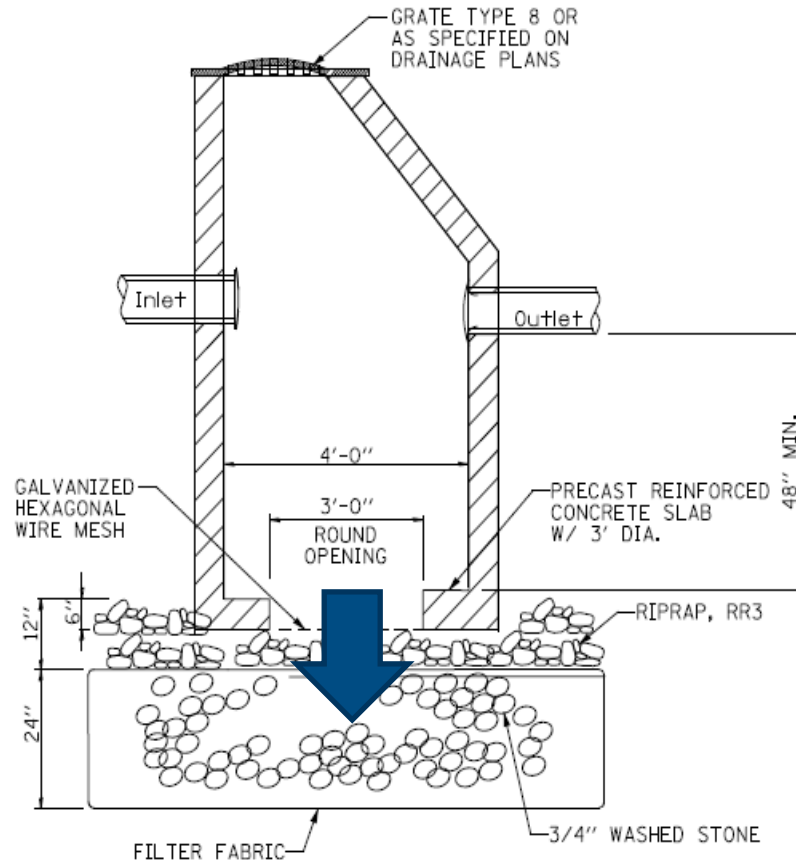


- Bioswales can be installed within swale and ditch lines to promote filtration and nutrient uptake



Infiltration Catch Basins

- Manholes are designed with leaky bottoms to promote infiltration



INFILTRATION CATCH BASIN DETAIL

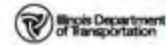
Tier Two



Pollutant Load Analysis

Tier Two

Study Area: 18 rivers/creeks and their tributaries



Before BMPs

- Methods
 - Summarized existing water quality data
 - Computed General Use Water Quality standards
 - Calculated stream concentrations
 - Drainage Areas >1 sq mi: Driscoll method
 - Drainage Areas <1 sq mi: Driver method (Driver and Tasker, 1990)
 - Determined stream impacts
 - Calculated chloride concentrations - USGS method (Frost, et al., 1981).
- Results
 - Before BMPs were applied, acute water quality standards were achieved in all but two drainage areas for copper and zinc.
 - The resulting chloride concentrations achieved all Illinois and Indiana General Use Water Quality Standards

Proposed BMPs

- Methods
 - Combined BMP for each stream (*BMP Opportunity Area Technical Report*)
 - Determined percentage of pollutant removal
 - Calculated stream concentrations w/ percentage of removal reduction
 - Determine stream impacts
- Results
 - Pollutant concentrations for zinc, copper, and lead with the proposed BMPs will be further reduced and will achieve water quality standards
 - Additional reductions in peak chloride concentrations will occur with the proposed BMPs

Potential Waters Mitigation

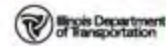
Tier Two



- Identify potential sites within Kankakee River Basin
- Depending on available sites, mitigation could include:
 - Re-meandering channelized streams;
 - Removing/replacing existing drain tiles/culverts with stabilized stream channels;
 - Stabilizing eroded streambanks with bioengineering methods;
 - Constructing in-stream habitat (e.g., riffle-pool and meander complexes);
 - Creating native riparian buffer
- Consider mitigation sites that could improve impaired waters
- Final decisions regarding approach & site selection will be completed during Section 401/404 permitting process

Potential Wetland Mitigation

Tier Two



- Identify potential sites within Kankakee River Basin
- State Impacts will occur in state they occur (Indiana mitigation for wetland impacts will occur in Indiana).
- Depending on available sites, mitigation could include:
 - Mixture of wetland and upland mitigation near major tributaries;
 - Wetland restoration along Kankakee River/West Creek;
 - Synergy with existing County Parks and other local efforts
- Final decisions regarding approach & site selection will be completed during Section 401/404 permitting process

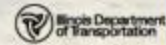
Next Steps

Tier Two



Next Steps

Tier Two



- NIRPC Illiana conformity determination – August 2013
- NIRPC Illiana public comment period – September 2013
- Proposed NIRPC 2040 CRP amendment – October 2013
- Tier Two Draft EIS – Fall 2013
- Tier Two Draft EIS Public Hearing – Fall 2013
- Tier Two Final EIS/Record of Decision – Spring 2014

NIRPC Environmental Management Policy Committee

August 1, 2013

Tier Two



STAKEHOLDER MEETING SUMMARY

Northwestern Indiana Regional Planning Commission

Date: August 1, 2013

Time: 11:00 AM

Location: Northwestern Regional Planning Commission (NIRPC) Office

The purpose of the meeting was to continue the technical coordination process for considering the Illiana project as an amendment to the fiscally constrained NIRPC 2040 Comprehensive Regional Plan. Meeting attendees included Steve Strains, Eman Ibrahim, Mitch Barloga, Gary Evers, Kevin Garcia, Joe Exl and Stephen Sostaric of NIRPC, Joyce Newland of FHWA (via telephone), Jim Earl and Jim Pinkerton of INDOT, Philip Roth (via telephone) and Ron Shimizu of Parsons Brinckerhoff. The following items were discussed:

- Ron Shimizu distributed draft meeting summaries from the April 23, May 21, and June 11 coordination meetings and requested that any revisions be provided to him.
- A brief project status report was provided. Jim Earl described the proposed alternatives to be carried forward in Indiana. This included a dingle alignment from the state line to Mount Street. There are two alignment alternatives between Mount Street and Holtz Road, one to the north to minimize wetland impacts, and one to the south to minimize forest severances. There is a single alignment from Holtz Road to Broadway Street, and then three alignment alternatives from Broadway Street to I-65. These three alignments include the original Tier One working alignment with a turbine interchange at I-65, and then two trumpet interchanges/alignments to the south that minimize forest impacts.
- The status of the congestion management process (CMP) documentation of the Illiana and the I-65 added travel lanes was then discussed. It was agreed that the CMP documentation would be provided to NIRPC by August 9, 2013. Given that the previous NIRPC CMP Committee was no longer in existence, and had been folded into the NIRPC Transportation Policy Committee (TPC), It was agreed that the CMP would be presented to the TPC on August 13, 2013 for approval. Full Commission approval was not necessary for the CMP.
- Steve Strains said that NIRPC would be seeking technical assistance from Chicago Metropolitan Agency for Planning (CMAP) to help review some of the material.
- NIRPC will be preparing a staff evaluation of the Illiana and how it fits in their 2040 Comprehensive Regional Plan (CRP). INDOT has been preparing a document that addresses the consistency of the Illiana project with the 2040 CRP. Mitch Barloga requested that INDOT complete the scoring for the evaluation measures for project selection that was used for the 2040 CRP. INDOT agreed and will try and provide a draft to NIRPC on August 9, 2013.
- Parsons Brinckerhoff is currently working on the regional environmental justice (EJ) analysis and the air quality conformity determination and will be completed by the end of August. The need for interagency consultation meetings was also discussed. NIRPC would schedule the first interagency consultation meeting/teleconference for August 13, 2013 (after the NIRPC TPC Committee meeting) for 11:00 a.m. The approach to the conformity analysis would be discussed at this meeting. It was recognized that USEPA had approved the new SIP budgets on July 14, 2013 for northwest Indiana.
- A discussion followed regarding the specifics of what was going to be approved in October by the NIRPC Commission. It was agreed that the conformity determination, a TIP amendment, and the 2040 CRP amendment would require approval. Joyce Newland said that she would provide a copy of the KIPTA memo for the Ohio River Bridge projects as an example involving public-private partnerships (P3s).

- The schedule for the approval was discussed. Based on a previous court consent decree, NIRPC has to provide the ADAs groups a 30-day notification prior to starting a public comment period for a TIP/plan amendment. Assuming that the NIRPC TPC approves the release of the conformity determination, TIP amendment, and 2040 CRP amendment at their September 10, 2013 meeting, then NIRPC would have to provide notification to the ADA groups the week of August 5 – 9, 2013. The length of the public comment period was discussed, and it was agreed that a 30-day comment period would be provided. This is consistent with the 30-day comment period that CMAP is using for the Illiana project. NIRPC is also required to hold public meetings. NIRPC is also required to hold public meetings on the TIP/plan amendments and will hold them during September. It was also agreed that this process was consistent with NIRPC's current public participation plan, and was actually an enhanced (over and above) the requirements of the current plan. It was also noted that it was expected that the NIRPC Commission would approve the conformity determination, TIP amendment and plan amendment that was currently in the public comment period at the August 29, 2013 meeting, so that there would be no overlap of public comment periods or approvals.
- It was agreed that the next technical coordination meeting would be held on August 13, 2013 after the NIRPC TPC meeting.

The meeting concluded at approximately 12:30 PM.

cc: Steve Strains – NIRPC
Eman Ibrahim – NIRPC
Mitch Barloga – NIRPC
Gary Evers – NIRPC
Kevin Garcia – NIRPC
Joe Exl – NIRPC
Stephen Sostaric – NIRPC
Joyce Newland – FHWA (by telephone)
Jim Earl – INDOT
Jim Pinkerton – INDOT
Philip Roth – PB (via telephone)
Ron Shimizu – PB

Transportation Policy Committee
NIRPC/Forum Auditorium
6100 Southport Road, Portage, IN
August 13, 2013 9:00 a.m.

DRAFT AGENDA

1. Call to Order by Chairman, Opening and Announcements

- a) Pledge of Allegiance; Introductions
- b) Meeting Participation Survey
- c) **Action** on the minutes of the July 9 meeting
- d) **Action** on the recommendation to support AMTRAK funding (*Stephen Sostaric*)

2. Planning

- a) Congestion Management Process Illiana Project Update (*Mitch Barloga*)
- b) Memorandum of Understanding (*Steve Strains*)
- c) Public Participation Plan (*Ty Warner*)
- d) 2040 Plan Implementation (*Eman Ibrahim*)
- e) Intelligent Transportation System Architecture (*Kevin Garcia*)
- f) Northwest Indiana Rail VISION (*Jack Eskin*)

3. Programming

- a) Quarterly TIP Project Tracking (*Gary Evers and Amanda Pollard*)
- b) CMAQ Call for Projects Update (*Mitch Barloga*)
- c) Update on Resolution status (*Gary Evers*)
- d) TIP Fiscal Constraint Financial Information (*Gary Evers*)
- e) MAP-21 closeout of funds by 09/30/2014 (*Gary Evers*)
- f) Results of the Transit Project Solicitation for the
FY 2014-2017 TIP (*Belinda Petroskey*)

4. Indiana Department of Transportation

- a) Project Lettings Report (*Chris Reynolds*)

5. Transit Operator Reports

- a) Northern Indiana Commuter Transportation District
- b) Gary Public Transportation Corporation
- c) Other Operators

6. Federal Highway Administration and Federal Transit Administration

7. Planning Neighbors

- a) Chicago Metropolitan Agency for Planning (CMAP)
- b) South Suburban Mayors and Managers Association
- c) Southwestern Michigan Commission

8. Other Business, Public Comment, Staff Announcements and Upcoming Meetings

- a) Other Business
- b) Public Comment
- c) Staff Announcements
- d) Meetings at NIRPC unless otherwise indicated:
 - EMPC – September 5 at 9:00 a.m. at NIRPC.
 - Land Use Committee – August 14 at 10 a.m. at NIRPC.
 - Open House on Highway and Transit TIP, Plan Amendment and Conformity Determination – August 21 from 1 pm – 4 pm at Gary Public Library Kennedy Branch, 3953 Broadway, Gary
 - Complete Streets Workshop – 8 a.m. to 3 p.m. August 22 at Portage Woodland Park, Registration Required
 - Open House on Highway and Transit TIP, Plan Amendment and Conformity Determination – August 27 from 1 pm – 4 pm at East Chicago Public Library, Pastrick Branch, 1008 W Chicago Avenue, East Chicago
 - Executive Board/Full Commission – 9:00 a.m. August 29 at NIRPC.
 - Open House on Highway and Transit TIP, Plan Amendment and Conformity Determination – September 11 from 2 pm – 4 pm at Valparaiso City Hall, 166 Lincolnway, Valparaiso.

The next Transportation Policy Committee meeting will be at 9:00 a.m. Tuesday, September 10, 2013 at NIRPC.

Requests for alternate formats, please contact Mary Thorne at NIRPC at (219) 763-6060 extension 131 or at mthorne@nirpc.org. Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

The Northwestern Indiana Regional Planning Commission (NIRPC) prohibits discrimination in all its programs and activities on the basis of race, color, sex, religion, national origin, age, disability, marital status, familial status, parental status, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program.

ILLIANA CORRIDOR

REQUEST FOR INCLUSION IN THE FISCALLY CONSTRAINED NIRPC 2040 COMPREHENSIVE REGIONAL PLAN

Supporting Documentation

August 9, 2013

INTRODUCTION

The Northwestern Regional Planning Commission (NIRPC) 2040 Comprehensive Regional Plan (CRP) was adopted in June 2011, and represents the first plan with a comprehensive vision for sustainable growth and development in Lake, Porter, and LaPorte Counties in northwest Indiana. The 2040 CRP is a long-term, integrated planning framework that “seeks to align federal and state planning and investment resources with local and regional strategies for achieving sustainable communities.”

The 2040 CRP includes policies and strategies that support the implementation of the plan concepts and vision. The 2040 CRP was developed through an extensive public involvement and input process conducted by NIRPC. “Integrating land use and transportation planning with economic development, environmental and social equity considerations, the CRP provides a framework for how the region will grow through the year 2040 and is a tool to guide actions and direct resources to achieve a common and shared vision for Northwest Indiana.”

The 2040 CRP is based on a concept of livable centers, which are mixed-use neighborhoods where residents can safely walk to shopping and employment centers. The 2040 CRP seeks to concentrate growth in and around the 41 existing local municipalities, and encouraging redevelopment in Gary, Hammond, East Chicago and Michigan City.

The 2040 CRP identifies four vision themes: Vibrancy, Revitalization, Accessibility and Unity. The accessibility theme is a fundamental component of the vision, because by supporting person and goods movement, it provides a foundation for a prosperous and lively region. The 2040 CRP envisions a sustainable transportation system that enables social and economic activity of our daily lives to occur at all scales.

The Illiana Corridor, which is currently a fiscally unconstrained project in the 2040 CRP, responds to the critical issue of people and freight accessibility, and is being developed as a sustainable corridor.

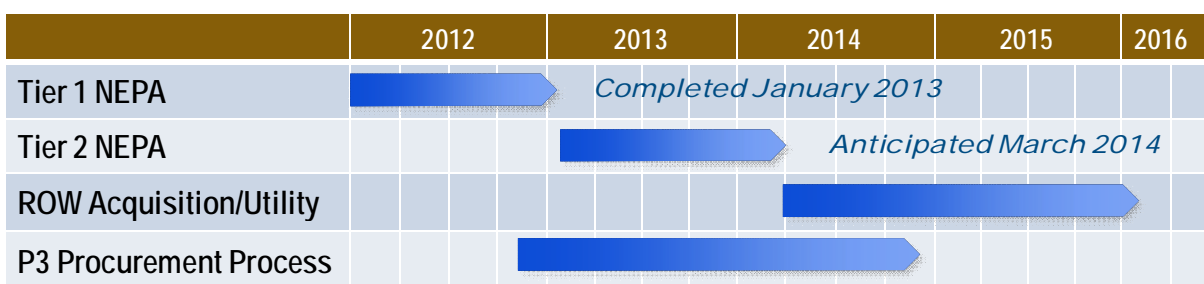
Purpose

This document provides supporting information for the Indiana Department of Transportation’s (INDOT) April 5, 2013 request to amend the region’s fiscally constrained long-range transportation plan, the NIRPC 2040 Comprehensive Regional Plan, to include the Illiana

Corridor. Currently, the 2040 CRP includes the Illiana Corridor as an unfunded need. In addition, preliminary engineering, including the completion of the Tier Two EIS, is included in the Transportation Improvement Programs (TIPs) for NIRPC and CMAP.

Due to the accelerated project schedule, INDOT will be requesting this plan amendment in the near term, rather than waiting for the quadrennial update of the plan. As seen in the Illiana Corridor project schedule below, the Tier Two National Environmental Policy Act (NEPA) process is scheduled to conclude in early 2014. In order to receive a federal Record of Decision (ROD) for the Illiana Corridor Tier Two Environmental Impact Statement, the project must be included in the region's fiscally constrained long-range transportation plan. For this reason, INDOT has requested amending the long-range transportation plan at the October 2013 NIRPC Commission meeting. In addition, INDOT and the Illinois Department of Transportation (IDOT) have already initiated the supporting analyses and planning activities for a public-private partnership (P3) procurement for the Illiana Corridor. The inclusion of the project in the fiscally constrained long-range transportation plan will also benefit the P3 procurement process by minimizing project risk related to completion of the NEPA process, which is a key component in pricing of a concessionaire's bid.

Illiana Corridor Project Schedule



Under a best case scenario, which includes a successful P3 procurement, construction of the Illiana facility would begin in 2015 and conclude by 2018, when a new Illiana facility would be open for operation.

ILLIANA CORRIDOR STUDY DESCRIPTION

The concept of an Illiana Corridor dates back to Daniel Burnham's 1909 Plan of Chicago. Over many decades, there has been a strong local consensus amongst regional and local leaders that a major transportation facility is needed. Previous versions of the Illiana Corridor have been examined in a variety of studies, including the 1974 Plan developed by the Lake-Porter County Regional Transportation and Planning Commission (now the Northwest Indiana Regional Planning Commission), the I-80/I-94 Congestion Relief Study in 1992, and the Northwest Indiana Corridor Study in 2000. These prior studies have indicated possible benefits from the development of an east-west limited access highway corridor. These benefits have included providing an alternate route for motorists travelling the I-90/94 corridor; relieving traffic on the I-80 Borman/Kingery Expressway and US-30; serving as a bypass for trucks around the congested metropolitan area highways; improving access to one of the largest intermodal freight areas in the U.S; supporting area economic development; and increased potential for substantial job creation. As traffic volumes on other highways in the region have increased, the associated congestion has resulted in travel delays with substantial economic impacts to commuters and industries that depend on the ability to efficiently move freight within and through the region.

In late 2006, the states of Indiana and Illinois, through their respective Departments of Transportation, initiated further development of the Illiana Corridor, including the preparation of a Freight Corridor proposal for the U.S. Department of Transportation's Corridor of the Future program, and conduct of the *Illiana Expressway Feasibility Study*. The *Illiana Expressway Feasibility Study* concluded that a new transportation facility between I-57 and I-65 would provide congestion relief in the I-80 corridor, improved traffic operations, regional economic benefits, improved freight mobility and improved safety. The *Illiana Expressway Economic Opportunities Analysis* concluded that a new east-west facility between I-55 and I-65 would provide substantial regional benefits.

Both states have passed legislation (the Indiana Senate Enrolled Act No. 382 and the Illinois Expressway Act - Public Act 096-0913) enabling public-private partnerships (P3s) for the Illiana Corridor, allowing a collaborative planning effort for a "new fully access controlled interstate highway connecting Interstate Highway 55 in northeastern Illinois to Interstate Highway 65 in northwestern Indiana, which may be operated as a toll or non-toll facility."¹

On June 9, 2010, Governors Mitch Daniels of Indiana and Pat Quinn of Illinois signed a Memorandum of Agreement (MOA) for a mutual commitment to the project by both states. In April, 2011, INDOT and IDOT initiated the Illiana Corridor Study as a tiered environmental impact statement (EIS).

¹ Illinois Public Act 096-913, Public Private Agreements for the Illiana Expressway Act.

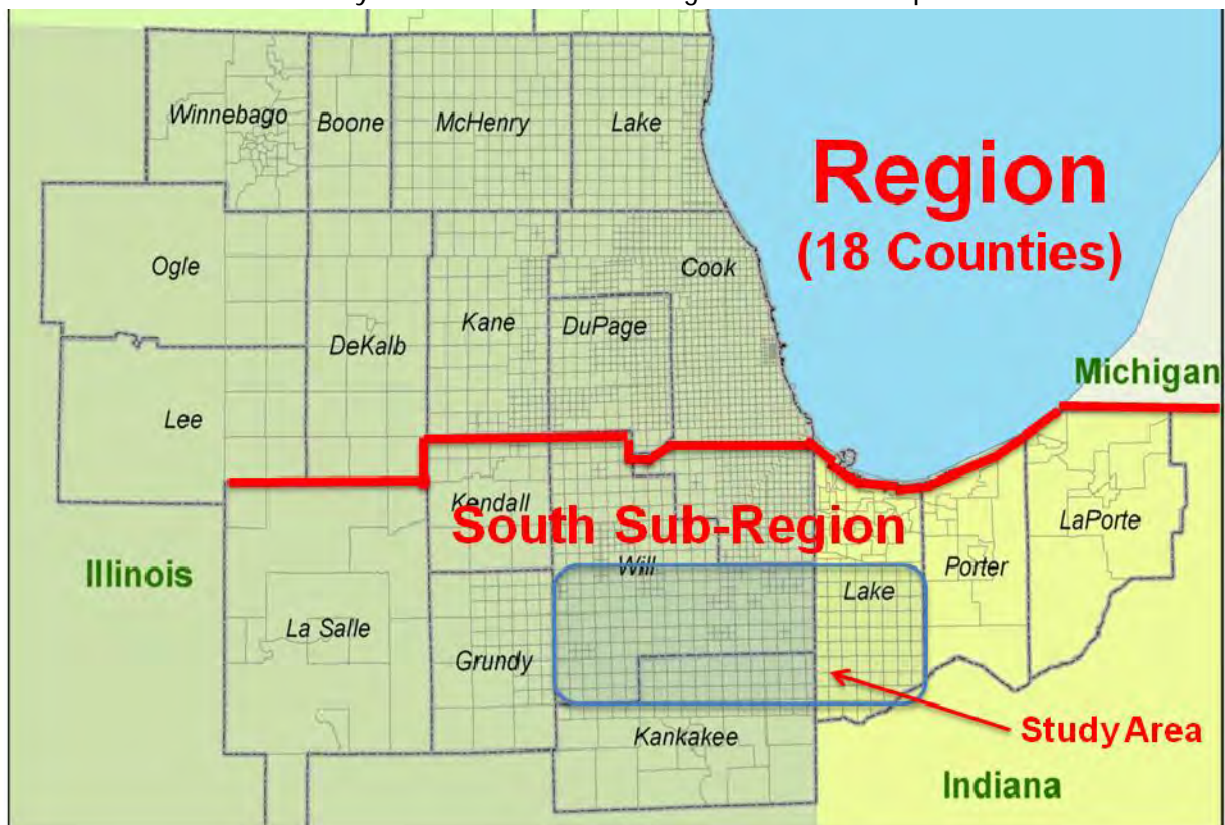
Illiana Corridor Study Tiered EIS Process



The Illiana Study Area was established in Tier One and includes approximately 950 square miles encompassing portions of Lake County in Indiana and Will and Kankakee Counties in Illinois. The study area is projected to see an increase of approximately 400,000 in population and 200,000 in employment between 2010 and 2040 based on the forecasts prepared for the Illiana Corridor Study. The study area has a roadway network lacking an east-west interstate or continuous multi-lane arterials to handle the growth demands it will confront over the next 30 years. The area south of Lake Michigan (South Sub-Region), including the Illiana Study Area is also experiencing severe adverse effects resulting from the growing national east-west truck freight corridor that funnels traffic through this area. Based upon the Tier One EIS, much of this traffic travels along I-80 and is merely bypassing the Chicago region between other states and locations. The Illiana Corridor will contribute to relieving these conditions and provide positive effects for the congested South Sub-Region, improve national freight flows, and reduce the physical strain on the Illiana Study Area's local highway network.

In addition, the region has emerged as a prominent national freight intermodal and logistics center. Within the Illiana Study Area, new intermodal freight terminals have recently opened in Will County. Truck traffic originating from or destined to intermodal terminals in Elwood, Joliet, and other large intermodal and truck terminal facilities is weaving across the Illiana study area on state and county roads due to the lack of a quality east-west connections that are designed to serve them. Stakeholder input received during Tier One highlighted the amount of truck

Study Area and South Sub-Region Location Map



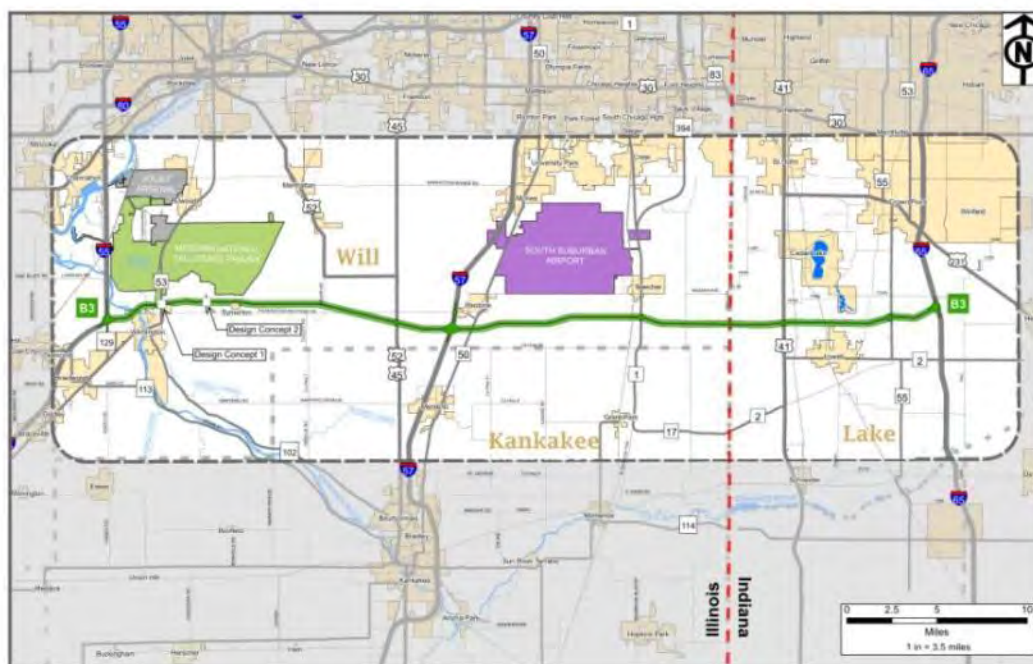
traffic on local roads in the study area. With additional intermodal terminals in construction or planned, this additional truck traffic will further exacerbate traffic conditions on local roads that are not designed to serve longer distance traffic.

A comprehensive public outreach program is being conducted for the project using a Context Sensitive Solutions approach. Tier One included nine Corridor Planning Group meetings, well over 100 one-on-one stakeholder meetings, three rounds of public meetings, formal public hearings, as well as a project website (IllianaCorridor.org) that included an interactive corridor map and a library of all documents and meeting presentation material. Through this outreach, stakeholders were involved in every aspect of the decision making process, including the definition of transportation needs, the project Purpose and Need, alternatives development, and alternatives evaluation, and selection of a preferred alternative.

In January 2013, the Tier One Single Document Final EIS and Record of Decision (ROD) was issued identifying the B3 Corridor as the selected corridor. This single document combined Final EIS and ROD was the first to be issued in the country under the new Moving Ahead for Progress in the 21st Century (MAP-21) act environmental streamlining provisions. The B3 Corridor and the No Action Alternative were both advanced into Tier Two of the study. The selected B3 Corridor is an approximately 2,000 foot wide, 47-mile long east-west oriented

corridor with a western terminus of I-55 just north of the City of Wilmington in Illinois and a eastern terminus at I-65 approximately 3 miles north of State Route 2 in Indiana. Corridor B3 is depicted in the figure below.

Tier One B3 Selected Corridor



The B3 Corridor provides a high speed connection across Indiana and Illinois in the Study Area where no higher-capacity, multi-lane facility exists. The B3 Corridor attracts greater traffic and greater portion of long distance truck trips, due in part to its more direct east-west alignment, which can efficiently serve more long distance traffic. The B3 Corridor also minimizes environmental impacts and is the most financially feasible based upon relatively higher traffic levels and lower construction costs. Since the corridor is farther from I-80/US-30, the diversion from I-80 is mostly long distance through trips taking an alternative route, so there is less of a shift of population and employment from the South Sub-Region as traffic shifts to utilize the capacity that is opened up on I-80 and US-30.

In summary, the Corridor B3 offers many benefits, including:

- Reducing the strain of truck traffic on local roads, improving safety, cutting commuting times and reducing congestion.
- Improving accessibility to one of the largest intermodal freight areas in America and support for economic development
- Value of travel time savings in the region up to \$5 billion over a 75 year life.
- Reducing vehicle miles of travel on arterial roads in study area by up to 26 million miles annually.

- Environmentally, it will help by reducing the number of miles traveled and hours and fuel wasted due to cars and trucks caught in traffic.
- Serving as a backbone for local planning of many other land use needs in this area of dynamic growth by connecting communities.
- Stimulating and supporting sustainable features such as open spaces, transit, greenways, recreation, water quality, wildlife, farmland preservation, utilities, etc.
- Providing over \$4 billion of long term, far-reaching economic output.
- Creating almost 9,000 local construction jobs immediately. The creation of almost 25,000 local jobs is projected for the long term.

TECHNICAL ASSUMPTIONS FOR THE ILLIANA CORRIDOR

Socioeconomic Forecasts

The Illiana Corridor Study has developed independent market-based population and employment forecasts. The market-based forecasts are required for use in the Illiana Corridor EIS to satisfy the requirements of the National Environmental Policy Act (NEPA) and for project level engineering design and financial analysis.

The Illiana Corridor market-based forecasts were developed consistent with FHWA guidance². These market-based forecasts were developed by a subconsultant (The al Chalabi Group) who has decades of experience in the development of socioeconomic forecasts for the region for major transportation infrastructure projects, including previous experience at Real Estate Research, the Northeastern Illinois Planning Commission and the Chicago Area Transportation Study (CATS).

The Illiana Corridor market-based forecasts were developed based on: 2010 Census data, 90 years of historic population and employment data for the region, current and previous MPO socioeconomic forecasts, land availability for development, population holding capacity, demographic data and trends (household size, migration patterns, etc.), local land use policies, and independent Woods & Poole economic forecasts for the region. Documentation of the Illiana Corridor Study socioeconomic forecasts can be found in Appendix E of the Tier One Single Document FEIS/ROD.

The Illiana Corridor Study team coordinated with NIRPC staff during Tier One, which included the development of the market-based forecasts. INDOT has provided NIRPC staff with the detailed 2040 No Build and Build socioeconomic forecasts used in the Illiana Corridor Study, as well as geographic information system (GIS) correspondence files for the Illiana zone system.

It should be emphasized that the 2040 Lake County population totals for the NIRPC 2040 CRP and the Illiana Corridor Study are consistent. Both the NIRPC and Illiana socioeconomic forecasts assume growth in all portions of Lake County between now and 2040, and both forecasts assume a 2040 total population for Lake County of 625,000. The primary differences between the 2040 forecasts are that the NIRPC forecasts assume more growth in northern Lake County, while the Illiana forecasts assume more growth in central Lake County, keeping in mind that both sets of forecasts see growth in all portions of Lake County.

The NIRPC 2040 CRP socioeconomic forecasts are consistent with the comprehensive vision for sustainable growth and development. The 2040 CRP socioeconomic forecasts reflect policies and strategies that are designed to re-direct growth to achieve the desired livable centers outcome.

² Interim Guidance on the Application of Travel and Land Use Forecasting in NEPA, FHWA, March 2010

The NIRPC 2040 CRP policy-based population and employment forecasts and the Illiana Corridor Study market-based population and employment forecasts were developed for different purposes. The 2040 CRP policy-based forecasts are not intended for detailed project level use, as they assume that the recommended policies and strategies will re-direct growth, rather than a market-based approach. As noted earlier, market-based forecasts are needed to satisfy NEPA requirements, such as a detailed review of direct, indirect and cumulative impacts, as well as supporting engineering design and financial planning.

Travel Demand Modeling

The Illiana Corridor Study spent considerable effort in developing a travel demand model for this project, as the forecasted traffic for this facility will be key measuring benefits, disclosing impacts and determining the viability of the project as a public-private partnership. The starting point for this effort was the Chicago Metropolitan Agency for Planning (CMAP) regional travel demand model, which included information from the NIRPC regional travel demand model, was used to develop the internal auto trip forecasts. It should be emphasized that the socioeconomic inputs to the Illiana travel model were the Illiana Corridor Study market-based forecasts described above.

The majority of the effort was placed in the development of new truck freight models and external auto trips (auto trips with either one or both trip ends outside the MPO modeling areas). The NIRPC and CMAP truck and external auto models available at the time of the development of the Illiana Corridor Study travel demand model were based on older survey data, and were static, which means the truck and external trip patterns were not sensitive to transportation network accessibility changes.

As documented in Appendix D of the Tier One Single Document FEIS/ROD, a national truck model was developed for this study based on FHWA's Freight Analysis Framework (FAF3) 2040 forecasts of national freight movement. An internal truck trip model (for truck trips less than 50 miles in length) was also developed for this project based on the FHWA's Quick Response Freight Model (QRFM) fit to the Chicago region. A model estimating external (long-distance) auto trips was also developed for the project based on the National Household Travel Survey.

These new truck and external auto trip models provide improved estimation of truck freight trips, which is an important component of the traffic using the Illiana Corridor. The Illiana Corridor project team has provided the new truck models to MPO staffs.

In addition, the Illiana Corridor Study implemented revised tolling procedures in the traffic assignment that are more sensitive to the tolling policies being considered for the Illiana Corridor Study.

National Truck Freight Model (Assigned at a County Level)



Environmental Evaluation

The Illiana Corridor Study is following the federal NEPA process in the development of a Tiered EIS. The NEPA process requires the:

- Assessment of the social, economic, and environmental impacts of a proposed action or project
- Analysis of a range of reasonable alternatives to the proposed project, based on the applicants defined purpose and need for the project
- Consideration of appropriate impact mitigation: avoidance, minimization and compensation
- Interagency participation: coordination and consultation
- Public involvement including opportunities to participate and comment
- Documentation and disclosure

The Illiana Corridor Tier One Single Document FEIS/ROD documents the above as related to the selection of the 2000' wide B3 Corridor. It includes the evaluation, at a conceptual level of detail, of:

- Social and economic impacts (population and housing characteristics, economic impacts, neighborhood and community, environmental justice, public facilities, relocations, businesses to remain, local planning, transportation facilities)
- Agricultural (impacts and measures to minimize impacts)
- Cultural resources (Section 106, cultural features, archaeological resources, historic resources, area of potential effect)

- Air quality (relevant air pollutants for analysis, standards, compliance with standards, monitored air quality levels, potential project impacts and analysis to be conducted)
- Noise (criteria, methodology, potential sensitive land uses, construction noise, traffic noise and abatement measures)
- Energy
- Natural resources (upland communities, wildlife resources, threatened and endangered species)
- Water resources and aquatic habitats (existing conditions, methodology, impacts, mitigation)
- Groundwater Resources (existing conditions, methodology, well head protection zones, groundwater quality, seeps, karst topography, mitigation)
- Floodplains (existing conditions, methodology, impacts, mitigation)
- Wetlands (existing conditions, methodology, impacts, mitigation)
- Special/Hazardous Waste (affected environment, methodology, site involvement, mitigation)
- Section 4(f) properties/parks and recreation (applicability, Section 4(f) properties, methodology, potential impacts)
- Special lands (existing conditions, methodology, impacts, mitigation)
- Permits and Certifications
- Mineral and geologic resources (existing conditions, methodology, impacts, mitigation)
- Visual resources (existing conditions, methodology, impacts mitigation)
- Indirect and cumulative impacts (methodology, scoping, geographic limits, temporal limits, environmental protection and land use control laws, ordinances, programs, study area trends, impact assessment, cumulative impacts, cause and effect relationships, mitigation)
- Construction impacts (transportation, water resources, air quality, construction noise, solid waste, utility services, energy)
- Relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity
- Irreversible and irretrievable commitment of resources

For the Tier Two EIS, more detailed environmental analysis will be performed based on field surveys currently being conducted.

It should also be mentioned that the Illiana Corridor Tiered EIS is being closely coordinated with federal and state resource agencies, including the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Fish & Wildlife, U.S. Coast Guard, U.S. Department of Agriculture, U.S. Forest Service, U.S. Energy Information Administration, U.S. Geological Survey, Indiana Department of Natural Resources, Indiana Department of Environmental Management, the State Historic Preservation Office, and other local agencies.

Financial Evaluation

INDOT and IDOT are currently evaluating potential funding and financing strategies for implementing the Illiana Corridor. As part of this financial analysis, public-private partnerships (P3s) are being studied as a potential mechanism for use in this project given the passage of legislation in both states authorizing the use of P3 for the Illiana Corridor. One form of P3 being examined is design-build-finance-operate-maintain (DBFOM), where responsibilities for designing, building, financing, operating, and maintaining are bundled together and transferred to private sector partners.

There are a wide a variety of DBFOM agreements, especially in the degree to which financial responsibilities and risks are actually transferred to the private sector. However, all DBFOM projects are partly financed by debt leveraging revenue streams (usually tolls) dedicated to the project. Future revenues are leveraged to issue bonds or other debt that provide funds for capital and project development costs. Toll revenues are often supplemented by public sector subsidies in the form of upfront construction payments, right-of-way acquisition, or through payments made to the concessionaire during the operating period based on availability and overall performance of the facility (availability payments).

In addition, other financing strategies, such as the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) program are being evaluated. The TIFIA program was created because state and local governments that were trying to finance large-scale transportation projects with tolls and other forms of user-backed revenue often had difficulty obtaining financing at reasonable rates due to the uncertainties associated with these revenue streams.

TIFIA provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. With the passage of MAP-21 in July 2012, the TIFIA program was greatly increased the lending capacity from approximately \$1 billion per year to \$10 billion per year, and increased the TIFIA participation from 33% of project costs to 49% of project costs. The Illiana Corridor Study intends to submit a TIFIA program Letter of Interest (LOI) in the upcoming months.

The Illiana Corridor Tier One EIS estimated the total construction cost (including land acquisition, and engineering costs) at \$1.3 billion in year of expenditure (YOE) dollars assuming a 2018 completion. Given the bi-state nature of the project, the State of Illinois share of the construction cost would be three-quarters of that amount. A financial plan is being prepared that will include refinement of the Illiana Corridor's cost estimate and a recommended funding strategy that will show how there will be sufficient financial resources available to implement and complete the project.

On June 24 and 25, 2013, an Illiana P3 Industry Forum was held with over 600 attendees. The industry forum was designed to bring investors, contractors, labor, engineers, and disadvantaged business enterprises (DBE) together to gain feedback on the potential P3 opportunities for the Illiana project. The keynote address was given by Governor Pence of Indiana and Governor Quinn from Illinois, who provided their commitment of support for the Illiana project, the importance of the bi-state partnership for the project, and the creation of jobs.

INDOT intends on providing more financial information to NIRPC as the financial plan analysis progresses. It should be noted that due to the potential for a P3 procurement for the project, some financial information will need to remain confidential in order not to jeopardize a P3 procurement and to ensure competition and innovation among the potential concessionaires.

CONSISTENCY OF THE ILLIANA CORRIDOR WITH THE NIRPC 2040 CRP

NIRPC's *2040 Comprehensive Regional Plan: A Vision for Northwest Indiana* received the Daniel Burnham Award for a Comprehensive Plan from the American Planning Association in January, 2013. While incorporating the long-range transportation plan (LRTP) as an element, the 2040 CRP focuses on a variety of local government issues beyond transportation, including land use, human and economic resources, and environmental policy objectives.

Stated principles of the 2040 CRP (summary, page 5) include the following:

- Support urban reinvestment;
- Ensure environmental justice;
- Protect natural resources and minimize impacts to environmental features and watersheds; and
- Integrate transportation and land use.

The NIRPC 2040 CRP includes a strong emphasis on focusing growth in existing communities, and a desire to promote redevelopment and revitalization of the urban core. The 2040 CRP was coordinated with the implementation of a comprehensive Economic Development Strategy for Northwestern Indiana and CMAP's GO TO 2040 Comprehensive Regional Plan

Stated 2040 CRP goals for the transportation system (Chapter 3) include:

- A safe and secure transportation system;
- Increased mobility, accessibility, and transportation options for people and freight;
- Adequate transportation funding and efficient use of resources; and
- A transportation system that supports the health of all people.

NIRPC held a freight planning workshop for the 2040 CRP on December 15, 2010, noting that the expected doubling of regional freight traffic was a policy issue of high concern. The workshop identified and prioritized freight-associated projects and policies; the Illiana Expressway was identified as a project of "high priority" (presentation to the Steering Committee on January 20, 2011 by Cambridge Systematics, page 6). By the time of the 2040 CRP adoption, the Illiana was not listed in the fiscally-constrained capacity project listing (summary, page 47), but shown as an "illustrative" project (i.e., no funding assigned).

Consistency of the Illiana Project with the 2040 CRP

This section addresses how the Illiana project supports the NIRPC 2040 CRP. It includes applicable 2040 CRP policies and goals and a description of how the Illiana project supports those policies and goals.

NIRPC Goal Growth and Conservation (G&C) #1: Livable urban, suburban and rural centers.

The Illiana Corridor will prove to be a strong foundation for community livability along the B3 Corridor. It will provide a long needed east-west limited access facility that will improve mobility for all residents along the corridor as well as ease regional congestion and improve regional mobility. Most importantly, the B3 Corridor provides improved access to open natural areas like the Midewin National Tall Grass Prairie and recreational amenities, such as Cedar Lake in Indiana. Potential multi-use benefits of the corridor will include connecting existing trails to improve trail system connectivity.

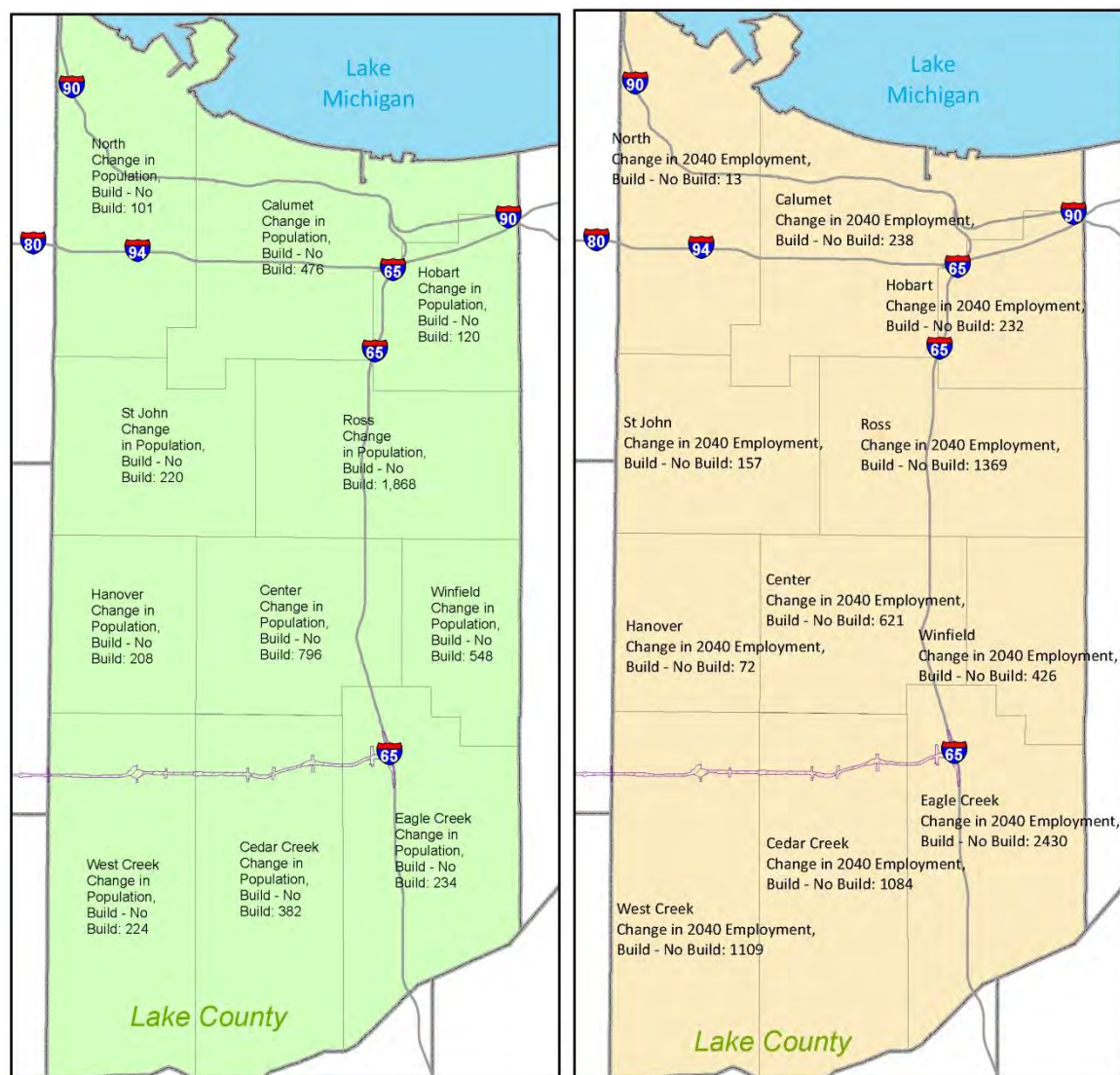
Beyond these benefits, IDOT and INDOT have made strong commitments to design and implement the project following sustainability practices to ensure a vibrant environmental and thoughtfully planned corridor. To this end, the engineering approach to the corridor has utilized context sensitive design practices, while county and community officials have initiated steps to establish a multi-jurisdictional plan to coordinate land use and community plans both along the corridor and within the corridor's communities.

As part of Tier Two, the Land Use TTF has initiated the development of a multi-jurisdictional plan to coordinate land use and community plans both along the B3 Corridor and within the corridor's communities. Based on feedback to date, environmental protection and opportunities, economic development, and smart growth are recurring themes for land use planning for the area.

The implementation of the Illiana project upon is anticipated to increase county-wide population by about 5,200 persons and employment by about 7,750 employees by the year 2040; township-level population and employment differences are shown in Figures 5 and 6, below. Ross Township seems to experience the highest population differential under the build scenario, with an additional 1,860 people, while Eagle Creek Township has the highest employment differential, with an additional 2,400 jobs.

The key finding here is that the Illiana project results in population and employment growth for the existing urban areas of Lake County. Special attention will need to be paid to suburban and rural centers to ensure that population and employment growth occurs in areas with sufficient public services and amenities, and in an environmentally responsible manner. As part of the Illiana Tier 2 FEIS currently underway, the project sponsors (IDOT and INDOT) have convened discussions of local land use planning and zoning jurisdictions located along the B3 alignment to coordinate future land use, economic development, and redevelopment efforts.

Changes in Projected (2040) Population and Employment in Lake County Based Upon Building of Illiana Corridor (Build minus No Build) for use in Travel Demand Model



NIRPC Goal Growth and Conservation (G&C) #2: Revitalized urban core.

The area south of Lake Michigan (South Sub-Region) includes regional transportation facilities such as I-80, the Indiana Toll Road, and portions of I-55, I-57, and I-65. The northern portion of the South Sub-Region that includes I-80 is developing and is expected to reach holding capacity before 2040 based on the Illiana Corridor Study forecasts.

In support of infill and redevelopment, the Tier Two of the Illiana Corridor Study is facilitating land use planning for the B3 corridor with affected local jurisdictions and agencies. Three land use planning workshops are being conducted during Tier Two to facilitate planning for future

corridor development. In Indiana, support for local planning reviews is targeted at Cedar Lake and Lowell. Based on feedback to date, environmental and farmland protection, economic development, and concentrating growth in existing population centers are recurring themes for land use planning for the area.

Corridor B3 will result in an increase of 18,000 more jobs that would be accessible within 30 minutes from the study area in 2040 as compared to the No Build option. This finding is based on the Illiana Corridor 2040 employment forecast used in the Illiana Corridor Tier One FEIS³.

NIRPC Goal Growth and Conservation (G&C) #3: Managed growth that protects farmland, environmentally sensitive areas and important ecosystems.

As previously noted, IDOT and INDOT have worked closely to promote thoughtful land use and environmental planning within and along the Illiana corridor. A series of land use meetings provided both input to the corridor alignment and design but also initiated local interest in strategies to protect farmland and environmentally sensitive resources.

NIRPC Goal Transportation (T) #1: A safe and secure transportation system.

The B3 Corridor will enhance safety by providing additional east-west limited access highway capacity, which have lower crash rates, and reducing traffic on the arterial system, which exhibits higher crash rates. It is estimated that the number of crashes would be reduced by 920 annually in 2040 under a no toll scenario and 640 crashes under a tolled scenario. Security will be enhanced by providing additional capacity to facilitate travel for evacuation, and improved travel speeds for response to incidents.

NIRPC Goal Transportation (T) #2: Increase mobility, accessibility, and transportation options for people and freight

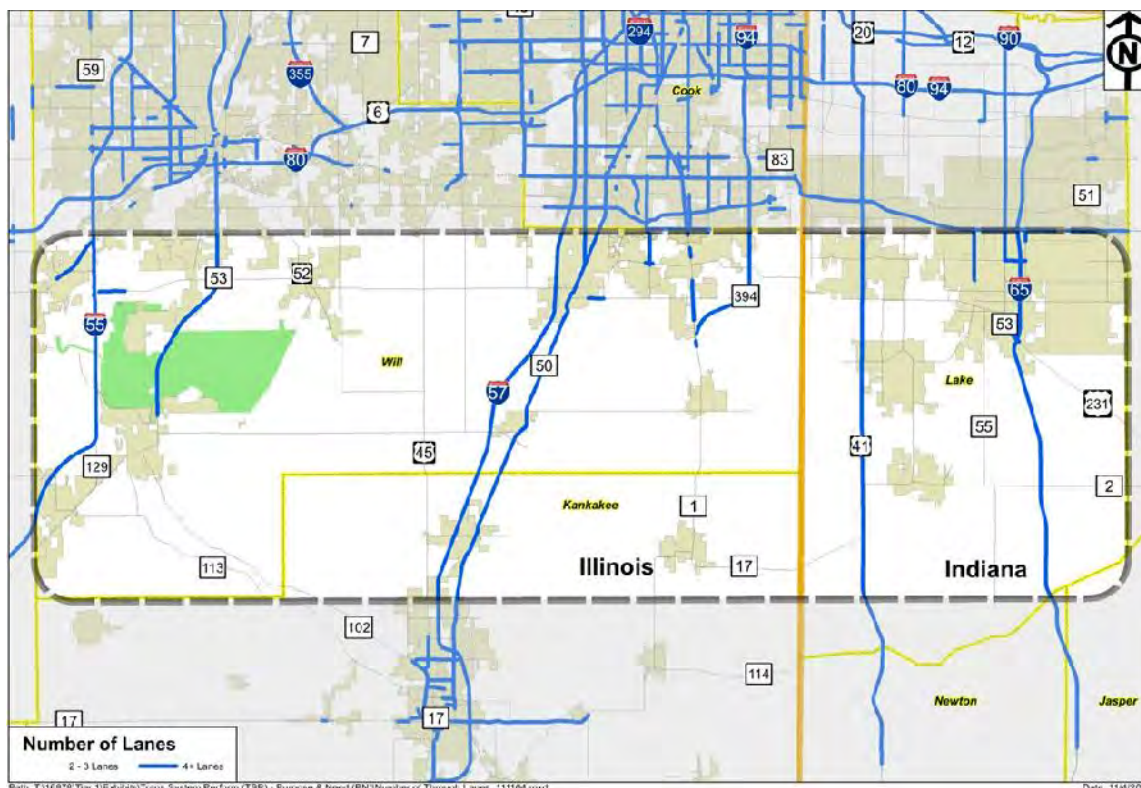
This goal states (under Objective B) the improvement of freight facilities connecting the region to national and global markets, as well as (under Objective C) the reduction of congestion on major freight and transportation routes. The goal also discusses (under Objective D) improving the internal connectivity of the transportation network.

The Tier 1 FEIS lists improving freight movements (#1.4.3) as a major component of the project's purpose and need. By alleviating congestion in core corridors in Northwest Indiana and providing more stable travel times (Tier 1 FEIS, #1.4.1 and 1.4.2), the Illiana corridor provides for enhanced safety and security. Also, the Tier 1 FEIS discusses improvement of east-west access along the corridor (#1.4.2.2).

³ Illiana Corridor Tier One Final Environmental Impact Statement and Record of Decision, January 17, 2013, pages 2-44 to 2-49.

The existing roadway network in the Study Area does not include any east-west multi-lane roads, as seen in the figure below. The lack of higher type, multi-lane east-west roads in the Study Area results in longer distance trips using the two-lane roads that are designed primarily to provide local access and subsequently limits east-west travel options across the Study Area. In addition, there are no existing east-west roads, two-lane or otherwise, that run continuously across the study area.

Lack of Multi-Lane East-West Roads in the Study Area



Source: Illiana Corridor Transportation System Performance Report, April 2012

Population and employment growth in the corridor is expected to result in a 128% increase in vehicle trips between 2010 and 2040 in the Illiana Study Area, even without building the Illiana Corridor. At the same time, regional growth will occur, with the South Sub-Region adding more than 5 million vehicle trips a day by 2040.

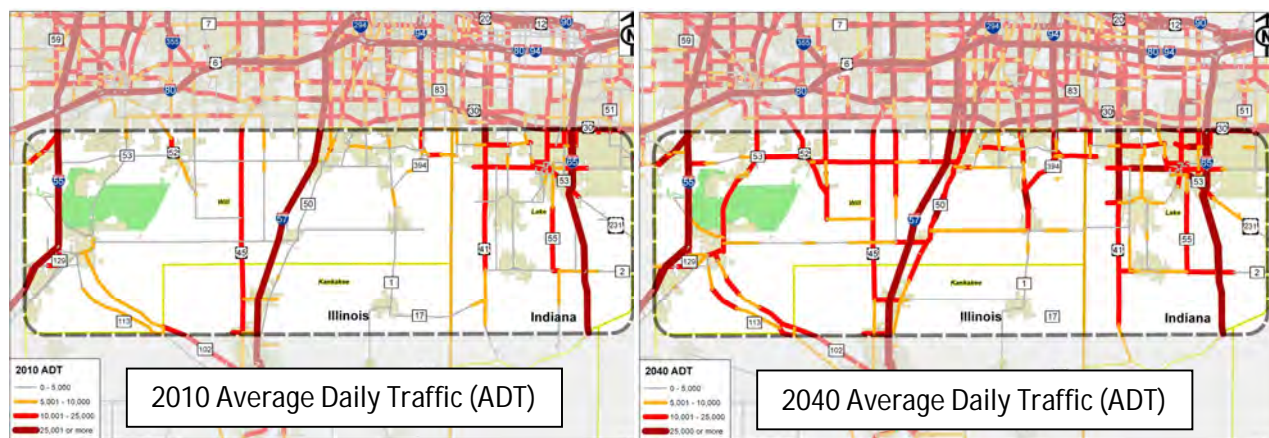
2010 – 2040 Daily Vehicle Trip Growth

Area	2010	2040	2010-2040 Change
Illiana Study Area	1,680,000	3,824,000	+128%
South Sub-Region	14,224,000	19,323,000	+36%
Region	61,733,000	77,685,000	+26%

Source: Illiana Corridor Tier One DEIS, July 2, 2012 and FEIS, Jan. 17, 2013

This increase in vehicle trips will result in more traffic and congestion on Illiana Study Area roads, as shown below. Daily traffic on interstates in the Study Area is projected to grow by 65% by 2040, with other principal arterials, minor arterials and collectors growing by 124%, 98%, and 159% respectively.

Figures 3 and 4: 2010 & 2040 Daily Traffic Volumes



Source: Illiana Corridor Tier One Draft EIS, July 2, 2012 and Final EIS, Jan. 17, 2013

This translates into a projected 72% increase in vehicle miles of travel (VMT) in the Illiana Study Area and an 84% increase in vehicle hours of travel (VHT) between 2010 and 2040.

2010 – 2040 Change in VMT & VHT

Area	2010-2040 Change in VMT	2010-2040 Change in VHT
Illiana Study Area	72%	84%
South Sub-Region	46%	53%
Region	31%	34%

Source: Illiana Corridor Tier One Draft EIS, July 2, 2012 and Final EIS, Jan. 17, 2013, and Illiana Corridor Transportation System Performance Report, April 2012

The Illiana Corridor improves mobility by serving the longer distance trips that previously used the Study Area arterial roadway network and congested regional east-west facilities, such as I-80. This net result is reduced congestion and improved travel times. At the regional level, an estimated 3 million vehicle hours of travel would be saved annually in 2040 by implementing the Illiana Corridor under a tolled scenario. At a value of time of \$24 per hour, this translates to \$3.6 billion dollars in travel time savings over a 50-year period.

At the local level, congestion would be reduced with vehicle miles of travel on arterial streets in the Study Area reduced by over 26 million vehicle miles annually in 2040 by implementing the Illiana Corridor under a tolled scenario. This represents 1.3 billion reduction in vehicle miles of travel on arterial streets over a 50-year period.

Studies documenting the benefits of the Illiana Corridor date back to the early 20th Century. These studies have consistently identified the benefits that include:

- Providing an alternate route for motorists travelling on the heavily trafficked I 80 Borman Corridor;
- Serving as a bypass for trucks around the congested metropolitan area highways;
- Improving access to one of the largest intermodal freight areas in the US;
- Addressing local congestion as growth in the study area continues;
- Supporting economic development in the area south of Lake Michigan; and
- Aiding substantial job creation.

NIRPC Goal Transportation (T) #3: Adequate Transportation Funding and Efficient Use of Resources.

Construction of the Illiana project provides another major east-west regional facility to accommodate the growing national truck demand through the South of the Lake region. As such, it helps divert through truck volumes away from the Lake County urban core and for increasing available roadway capacity for local economic growth and freight shipments. Without this relief, the continuing risk for northern Lake County is that delays due to congestion will discourage potential businesses away that might otherwise seek to locate in the northern core areas.

Further, the Illiana project is proposed as a toll road. Tolls reflect user fees that individuals directly pay for the use of that facility. While it is unlikely that the toll revenue from the Illiana project will completely pay for itself, it will certainly contribute towards a significant portion of the construction cost. The Illiana project is also a candidate for public-private partnership. As such, the facility could leverage private investment for its construction and operation. P3s have been shown to result in cost savings and efficiencies, complete large-scale projects by expanding the pool of available money to leverage towards the project, and to transfer a portion of the risks of developing the project from the states to the private sector.

NIRPC Goal Environment (E) #1: Reduce flooding risks and improve water quality; addressed jointly with NIRPC Goal Environment (E) #3: Clean land.

An instrumental guide to development of the Illiana Corridor has been the utilization of context sensitive design concepts that marries engineering needs with the physical environment. Design concepts that avoid disruption to natural areas or blend the silhouette of the highway

into the landscape to reduce visual discontinuity are being incorporated, where possible, to make the expressway less intrusive to both nature and the traveler experience. Opportunities for context sensitive design concepts at points of connection between the roadway and natural areas, such as waterways, forest preserves and natural open spaces are also being identified. In addition, the corridor plan looks at the linkage of human activities that intersect with the corridor on trails and at recreational areas.

The Illiana Corridor Study also commits to developing a sustainable transportation solution, as documented in the Purpose Statement in the Purpose and Need Statement in the EIS. In addition, IDOT and INDOT have committed to using sustainable design practices in development of the Illiana Corridor. This will include roadway alignments that mimic existing grades where possible, cuts and fills shaped to match slopes of existing landscape, and best management practices for stormwater, including the use of bio-swales and detention area that have a natural shape and cross section along the perimeter to promote vegetation establishment. The project has also committed to using FHWA's INVEST sustainability tool through the various phases of the project to promote sustainable design and construction practices.

The Illiana Land Use TTF is also serving as an initial backbone for local planning of land use needs in this area of dynamic growth to ensure the overall quality of life is maintained and enhanced. Stimulating and supporting sustainable features such as open spaces, transit, greenways, recreation, water quality, wildlife crossings, farmland preservation, utilities, etc. are being discussed.

NIRPC Goal Environment (E) #2: Improve Air Quality.

The Illiana Corridor is expected to improve regional air quality by reducing congestion and improving travel speeds. As overall regional travel speeds increase, volatile organic compounds (VOC), which are the pre-cursors for ozone, decrease. A formal air quality analysis will take place during the Summer of 2013.

NIRPC Goal Economic Development (ED) #1: A globally competitive, diversified economy that protects and enhances our natural environment.

The purpose of the Illiana is to support the diversion of long-distance commercial truck traffic away from the I-80/I-94 corridor. This purpose is to free up needed roadway capacity along the northern corridor as well as direct otherwise through-traffic to either markets beyond the NIRPC region or to the new intermodal hubs in neighboring Will County. These intermodal terminals are expanding rapidly: the two existing facilities in Joliet and Elwood are expected to double their traffic at full build-out and two additional facilities are either in construction (Wilmington) or being planned (Crete).

For Lake County, the potential benefits of being located near this major freight hub are immense. Already many industrial firms and logistics operators have sought to locate in the vicinity of these new facilities. Will County is expected to experience strong growth over the next half century. The dynamics of this economic engine in an adjacent county can also provide similar opportunities for Lake County. A shift in freight patterns within the region will provide northern Lake County similar opportunities to those of northern Will and southern Cook Counties in Illinois, particularly along the I-80/I-94 corridor. Additional intermodal facilities and services could be needed as new opportunities develop. The benefits of expanded intermodal operations have had far reaching impacts on how both finished and raw products are shipped. Access of intermodal container service has opened up international markets for farmers who can now load product on their fields and ship directly to foreign markets without use of the traditional middle man.

In recognizing the economic opportunity of global market access via intermodal freight, Lake County can provide readily available access to new world markets for a wide range of industrial companies, logistics operators and to local businesses, including farmers, to diversify its economic base. In doing so, it provides new opportunities for local workers to find a wide range of jobs that require advanced education or skills development.

Based on the economic analysis performed for the Illiana Corridor Tier One FEIS, the short-term (2013 – 2018) economic benefits of a tolled B3 Corridor include an additional 9,124 short-term jobs (in job years). In the long-term (2018 – 2048), 28,218 jobs (in job years) are expected to be generated due to the additional travel time savings provided by Corridor B3. Of these totals, Indiana can expect the creation of 2,284 short-term jobs and 7,058 long-term jobs (based on a 75-25 percent split between Illinois and Indiana).

Based on the Tier One FEIS, economic output, as represented by the productivity of the region measured by the value of goods and services produced, will experience a \$1.4 billion gain in short-term (2013-2018) output with the construction of the Illiana. In the long-term (2018 – 2048), the additional economic output resulting from implementation of the B3 Corridor is estimated to be \$3.9 billion.

In terms of state and local tax impacts, the Illiana Corridor Tier One FEIS estimates an additional \$49 million in short-term (2013 – 2018) construction economic output. In the long-term (2018 – 2048), the additional economic output resulting from implementation of the B3 Corridor is estimated to be \$271 million.

NIRPC Goal Economic Development (ED) #2: Expanded access to knowledge and educational opportunities.

The benefits to the Human Capital goals of the region are broad. The construction of the Illiana will help spur growth within the region along the I-80/I-94 and I-65 corridors in northern Lake County. These benefits can be summarized as:

- Expanding employment opportunities,
- Increasing short-term and long-term employment opportunities in the region,
- Increasing the number of jobs within 30 minutes of home locations,
- Improve access to higher education institutions in Gary, Hammond and Merrillville.

A key component of all these benefits is the strategic nature of the investment to support diverse opportunities for development. With Will County already developing as a major freight hub, Lake County becomes an ideal location for a wide range of manufacturers and other shippers looking to reach global and domestic markets. A key to this opportunity will be access to university degrees along with opportunities for new skills and training for local job seekers.

Logistics is identified as a new core “cluster” industry for region. As one of the driving economic forces in the metropolitan area, both historically and in the future, logistics activities centered at the crossroads of I-55, I-57, I-65 and I-80/I-94 will provide a powerful job creating force for all residents.

NIRPC Goal Stewardship and Governance (S and G) #1: Environmental Justice

Briefly put, environmental justice analysis assesses whether project costs (including externalities) borne by disadvantaged populations are disproportionate to the benefits to those same populations. A formal analysis of the environmental justice issues associated with the Illiana project will be conducted by NIRPC prior to consideration of amending the Illiana project into the fiscally constrained NIRPC 2040 CRP. It should also be mentioned that the Illiana Corridor Tier One EIS did not identify any environment justice issues.

NIRPC Goal Stewardship and Governance (S and G) #2: Efficient and coordinated government

The Illiana Corridor is generally located at the edge of development in the region. The Tier One EIS documented the extreme difficulty in locating such a facility closer in, because much of the land is already developed and the displacements and environmental impacts would be substantial.

With the location of the Illiana Corridor at the edge of development in the region, it could be used in part as an easily understood boundary for development for the region. Within the Illiana Corridor, NIRPC and CMAP together with the local jurisdictions could help synchronize development so that it is contiguous and is supported by the necessary roads, sewers, and other infrastructure. The Illiana Corridor can be used to develop a balanced approach that encourages and directs development to areas that promote efficiency and accessibility to jobs and other destinations, and at the same time provide opportunities for green infrastructure.

The Tier Two portion of the Illiana EIS has been built on the concepts of coordinated, cooperative and comprehensive planning that were established in Tier One. INDOT and IDOT

have directed a massive planning and coordination effort that has outreached and nurtured coordinated planning with federal, state and local government agencies, with special interest groups representing environmental and economic issues, with landowners and with the general public.

Existing regional, county and local community plans have been assembled and are being considered when selecting the best corridor alignment during Tier Two work. A series of land use and context sensitive design meetings have been undertaken to ensure all development and corridor design alternatives are put forward for consideration.

Conclusions

As an infrastructure improvement, the Illiana project will primarily support the Goals, Principles and Recommendations of the NIRPC 2040 Comprehensive Regional Plan by providing improved regional mobility and enhancing the region's quality of life. The most recognizable benefit of the Illiana construction will be to alleviate the inevitable growth in congestion in the northern portion of Lake County. This benefit will be realized by the rerouting of long-distance truckers away from I-80 driving through the study area.

As outlined in the Tier One EIS, the Illiana B3 alignment provides the best fit for addressing all elements of the Purpose and Need goals of the project. The Illiana project clearly addresses the northwest Indiana transportation needs and goals as stated in the NIRPC 2040 CRP. In particular, the Illiana project addresses NIRPC's goal for "increasing mobility, accessibility, and transportation options for people and freight" (goal #2).

The entire region is experiencing significant rises in overall truck traffic. Much of this traffic travels along I-80 and is merely bypassing the NE Illinois/NW Indiana region between other states and locations. Congestion in northern Lake County will continue to rise and without relief will make development in that northern corridor more difficult. The Illiana will help relieve these conditions, with time savings totaling nearly 4 million vehicle hours annually, resulting in over \$4 billion of travel time savings over a 50-year period. The Illiana project will also improve national freight flows and reduce the physical strain on the Study Area's local highway network.

Benefits from implementation of the Illiana will extent to the most congested segments of the existing highway network and the jurisdictions and areas that they intersect; in Lake County, these jurisdictions include the most urbanized areas in Northwest Indiana, including Center, Calumet, and Hobart Townships.

Finally, as the Governors of Indiana and Illinois stated, the Illiana project will provide jobs – 9,000 construction-related jobs, and 28,000 long-term jobs. Indiana is the Crossroads of America – the Illiana project is needed to maintain and improve the global connections that link the region to international trade and information networks, providing economic opportunities and a broad range of jobs.

Scoring of the Illiana Project under NIRPC's project evaluation criteria.

Chapter 2 of the 2040 Comprehensive Regional Plan outlines scoring procedures that assist in the selection of capacity projects. These criteria are applied in the following table, with a subsequent brief discussion of the scores given.

Goal	Measure	Possible Score	Result (points given)	Discussion
Project Prerequisites				
	Prereq 1: Complete Streets Policy	Pass-Fail	Pass	As a limited access highway, opportunities are limited for direct application of alternative transportation facilities. Existing and potential trails that cross the corridor have been noted and accommodated in project design.
	Prereq 2: Congestion Management Process	Pass-Fail	Pass	Separate documentation outlines results of the application of the CMP to the Illiana project.
Mobility		9 pts possible	8 pts.	
	1. Improve Accessibility for Disabled, Elderly, Young, and Low-income Populations	2	2	Project relieves congestion in I-80/94 corridor, thus improving accessibility to the urban core communities.
	2. Improve internal connectivity of the transportation network	1	1	Multiple documents discuss the lack of east-west corridors (e.g., 2040 Comprehensive Regional Plan II-11), which results in a convergence of local, regional, and national traffic on the interstate system.
	3. Improve regional priority linkage	1	1	<i>Ibid.</i>
	4. Improve network wayfinding	1	1	Project improves east-west connections, providing direct, continuous connections across the State line and West Creek.
	5. Improve efficiency and attractiveness of public transit	1	0	Corridor density does not support fixed-route transit service. Future transit service can be accommodated.
	6. Promote safe and accessible pedestrian and bicycle environment	2	2	Coordination with local jurisdictions to ensure preservation of existing and potential new trails that either cross or are parallel with the corridor.
	7. Reduce congestion on freight routes	1	1	See discussion of Illiana project purpose and need, particularly pages 4 and 5, above.
Transportation and Land Use		7 pts possible	4.5 pts.	
	8. Encourage development around existing infrastructure	1	0.5	Project provides overall improved regional mobility, including congestion relief to existing infrastructure in northern and central portions of Lake County, thus improving accessibility, which encourages development
	9. Service to housing mix and affordability near jobs and transit	2	1	Project provides overall improved regional mobility, including congestion relief in northern and central portions of Lake County.
	10. Prioritize transportation investments that support land use and economic development goals	2	2	See discussion of Illiana project purpose and need, particularly pages 4 and 5, above.

	11. Service to TOD, TND, and conservation design	1	0.5	Project provides overall improved regional mobility, including congestion relief in northern and central portions of Lake County, thus improving accessibility to these types of development. Project has also coordinated with local jurisdictions to encourage smart growth in communities.
	12. Support mixed-use downtowns	1	0.5	Project provides overall improved regional mobility, including congestion relief in northern and central portions of Lake County, improving accessibility to these downtowns.
Safety		3 pts possible	3 pts.	
	13. Reduce number and severity of collisions	2	2	CMP process documented that implementation of the Illiana project results in a net reduction in annual crashes, ranging from 225 to 587 depending on assumptions
	14. Use intelligent transportation systems to improve safety	1	1	Project will utilize electronic toll collection, video cameras, and other ITS to monitor traffic conditions, provide real time traffic information, and for response to incidents.
Environmental		9 pts possible	5 pts	
	15. Preserve floodplains	1	0.5	Avoidance, minimization, and mitigation of floodplain impacts has been a priority in the design of the project.
	16. Preserve wetlands	1	0.5	Avoidance, minimization, and mitigation of wetland impacts have been a priority in the design of the project.
	17. Promote stormwater BMPs	1	1	Use of BMPs has been a priority in the design of the project.
	18. Develop green infrastructure	1	0.5	Project has preliminary designs for green infrastructure, including wildlife crossings, potential trails connecting to green infrastructure,
	19. Reduce impervious surfaces	1	0.5	Project will use BMPs, such as bioswales, treatment trains, and detention areas.
	20. Protect and enhance environmental assets	1	1	Sustainability has been important overall project design goal.
	21. Redevelop brownfields and greyfields	1	0	Project does not impact these sites.
	22. Reduce negative impacts of pollution caused by transportation	1	1	Preliminary AQ results indicate a net reduction in motor vehicle emissions. BMPs will also be included in design.
Quality of Life		13 pts possible	9.5 pts.	
	23. Coordinate projects across multiple agencies	2	2	The Illiana project is a true multi-agency project that encompasses two states, three MPOs, and multiple local jurisdictions in order to achieve regional and national goals.
	24. Develop and preserve greenways and blueways	1	0.5	Project is coordinating with Lake Caounty parks and other agencies to provide potential trails connecting greenways
	25. Improve access to regional parks, open lands, and open space	1	0.5	Project provides overall improved regional mobility, including congestion relief to the northern portion of Lake County, as well as improved mobility for southern portion of Lake County and its park and recreation resources.

	26. Expand access to Lake Michigan	1	0.5	Project provides overall improved regional mobility, including congestion relief to the northern portion of Lake County.
	27. Improve access to jobs	1	1	See discussion of Illiana project purpose and need, particularly pages 4 and 5, above.
	28. Preserve historical and cultural resources	1	1	Preliminary analysis shows no impacts to historic properties.
	29. Preserve prime agricultural land	1	0.5	Project has worked with landowners, including farmers, to minimize impacts to farm operations. Project has also coordinated local jurisdictions regarding land use planning in corridor.
	30. Provide safe and reliable access to education	1	0.5	Project provides overall improved regional mobility, including congestion relief in central and northern Lake County where higher education facilities are located.
	31. Reduce air pollution	1	1	Preliminary AQ results indicate a net reduction in motor vehicle emissions.
	32. Reduce and limit disproportionate environmental impacts on EJ communities	1	1	Preliminary EJ analysis indicates no impact on EJ communities. Several EJ communities will see improved accessibility.
	33. Reduce emergency response times	1	1	Project provides new east-west connections in the southern portion of Lake County.

STAKEHOLDER MEETING SUMMARY

Northwestern Indiana Regional Planning Commission

Date: August 13, 2013

Time: 11:00 AM

Location: Northwestern Regional Planning Commission (NIRPC) Office

The purpose of the meeting was to continue the technical coordination process for considering the Illiana project as an amendment to the fiscally constrained NIRPC 2040 Comprehensive Regional Plan. Meeting attendees included Mitch Barloga, Gary Evers, Kevin Garcia, and Stephen Sostaric of NIRPC, Teri Dixon of CMAP, Jim Earl and Jim Pinkerton of INDOT, Katie Kukiela of IDOT, Philip Roth (via telephone) and Ron Shimizu of Parsons Brinckerhoff. The following items were discussed:

- Ron Shimizu distributed DVDs to NIRPC containing the Congestion Management Process runs for Illiana and the I-65 ATL.
- Teri Dixon reported that the CMAP public comment period for the Illiana project had started on August 2, 2013 and would end on September 3, 2013.
- Jim Pinkerton asked if the 30-day notice prior to the 30-day comment period start in compliance with the consent decree had gone out. NIRPC said yes.
- Mitch Barloga said that the NIRPC staff recommendation would be released after the NIRPC public comment period on the Illiana project has closed. Gary Evers said that Illiana CMP approval would be sought at the September 9, 2013 Transportation Policy Committee Meeting. Stephen Sostaric will be coordinating the public meetings to be held for the Illiana and I-65 project amendments during the comment period. NIRPC is also planning on providing a separate page on the Illiana project on their website.
- Gary Evers said that the Commission was scheduled to approve the FY 2014-2017 TIP on August 29, 2013 after which it would be transmitted to INDOT for inclusion in the STIP. At the September 23, 2013 Commission meeting, they are scheduled to approve TIP Amendments 1 (transit) and 2 (INDOT). At the October Commission meeting, they would consider the Illiana project and it would be Amendment 3.
- A discussion on the need to hold an Interagency Consultation Group (ICG) meeting to discuss the approach followed. Mitch Barloga would schedule a meeting prior to end of the month or immediately after Labor Day.
- Jim Earl said that INDOT was going through a four-day FHWA review of the Illiana cost estimate on August 27-30, 2013.
- The schedule was reviewed with a 30-day comment period starting on September 10, 2013. Consideration of approval of the Illiana project at the October TPC and Commission meetings. CMAP was scheduled to consider the Illiana plan amendment at their October 9, 2013 MPO Policy Committee meeting.
- It was agreed that the next technical coordination meeting would be held on August 29, 2013 after the NIRPC Commission meeting.

The meeting concluded at approximately 12:00 PM.

cc: Mitch Barloga – NIRPC
Gary Evers – NIRPC



Kevin Garcia – NIRPC
Stephen Sostaric – NIRPC
Teri Dixon - CMAP
Jim Earl – INDOT
Jim Pinkerton – INDOT
Katie Kukielka – IDOT Project Manager
Philip Roth – PB (via telephone)
Ron Shimizu – PB

STAKEHOLDER MEETING SUMMARY

Northwestern Indiana Regional Planning Commission

Date: August 29, 2013

Time: 11:30 AM

Location: Northwestern Regional Planning Commission (NIRPC) Office

The purpose of the meeting was to continue the technical coordination process for considering the Illiana project as an amendment to the fiscally constrained NIRPC 2040 Comprehensive Regional Plan. Meeting attendees included Ty Warner, Mitch Barloga, Steve Strains and Gary Evers of NIRPC, Hubert Morgan and Lucicia ? of Stanhope Consulting, Joyce Newland of FHWA, Jim Earl and Jim Pinkerton of INDOT, and Ron Shimizu of Parsons Brinckerhoff. The following items were discussed:

- Gary Evers said that the exempt TIP amendments would go to the NIRPC Commission for approval at their September meeting
- NIRPC had contacted both CMAP and KIPTA regarding potential assistance with reviewing the conformity analysis for the Illiana and I-65 ATL projects.
- Mitch Barloga said that an Interagency Consultation Group teleconference was tentatively scheduled for September 5, 2013 at 11:00 a.m.
- A discussion of the NIRPC EJ analysis coupled with a delay in the consideration of the Illiana plan amendment followed. NIRPC said that as part of their response to the FHWA review corrective action on EJ, they had committed to engage the EJ communities on a deeper level. The main EJ communities include Gray, Hammond, E. Chicago, and Michigan City, as well as other parts of the NIRPC region where poverty exists. NIRPC and Stanhope Consulting estimated that approximately 6 weeks were needed to engage the EJ community, prior to releasing the Illiana for public comment. They thought that one or two workshops should be conducted with the EJ communities, similar to what was performed during the adoption of their 2040 CRP. They would seek assistance from Brian Betylon of FHWA to help design the process. As a result, NIRPC said they have to delay the Illiana plan amendment until a December Commission meeting. All parties agreed on the need to amend the plan in December of 2013 at the latest.
- Ty Warner said that NIRPC did not have the resources or staff capacity to perform the EJ outreach in a timely manner to meet the revised December schedule. INDOT and NIRPC will discuss potential ways to provide the needed assistance for NIRPC.
- A discussion of the financial requirements followed. Gary Evers said that NIRPC needed to know that funding was reasonably expected to materialize for the Illiana project and where the money was coming from. Jim Earl said that there is a tolling section in the Illiana Alternative to be Carried Forward Technical Memorandum that would soon be released that included a discussion of the current financial situation. Joyce Newland also said that she would distribute a memo from KIPTA on the Ohio River Bridges projects that explained the fiscal constraint analysis, given the ongoing P3 process.

The meeting concluded at approximately 12:30 PM.

cc: Mitch Barloga – NIRPC
Ty Warner – NIRPC
Steve Strains – NIRPC
Mitch Barloga – NIRPC
Hubert Morgan – Stanhope Consulting



Lucicia ?
Joyce Newland – FHWA
Jim Earl – INDOT
Jim Pinkerton – INDOT
Ron Shimizu – PB

Meeting Summary

South Suburban Mayors and Managers

Date: September 3, 2013

Time: 2:00 PM CDT

Location: South Chicago Heights village hall, South Chicago Heights, IL

As part of a regular meeting of the South Suburban Mayors and Managers Association, the Illiana study team was invited to provide an update.

S. Schilke provided a power point presentation to the group with an overview of Tier One and Tier Two progress and a status update on the development of the Tier Two Draft Environmental Impact Statement (EIS). He explained that the release of the Draft EIS and a public hearing are anticipated at the end of November 2013, with the Final EIS/Record of Decision (ROD) to follow in early 2014. He also went over the schedule for P3 activities, noting that IDOT and INDOT expect to release a Request for Proposals once the Tier Two Final EIS/ROD is issued. He briefed the group on the upcoming Alternatives to be Carried Forward Technical Memorandum, anticipated to be released by end of this week. He also provided an update on the status of the Illiana Corridor project in the Chicago Metropolitan Agency for Planning (CMAP) GO TO 2040 Plan, and outlined how the Illiana Corridor project is consistent with the goals of the Plan. After the power point presentation, the following items were discussed:

- Mayor David Owen of South Chicago Heights inquired about the need for CMAP to move the project into the fiscally constrained project list to move forward. S. Schilke confirmed that the construction of the Illiana is currently included in the fiscally unconstrained project list, and would need to be moved into the fiscally constrained list for approval of the ROD. CMAP had opened up the proposed plan amendment for public comment, which ended today. E. Paesel of SSMMA confirmed that SSMMA had drafted a resolution of support to address CMAP's request for comments on the proposal to move Illiana into the fiscally constrained list of projects. There were individual communities that signed the resolution as well as SSMMA management. S. Schilke explained that the Northwestern Indiana Regional Planning Commission (NIRPC) needs to also move the Illiana Corridor into their fiscally constrained list of projects, and their process is anticipated to be completed in December 2013.
- T. Vanderwoulde asked whether or not the alternatives for the Illiana would be reduced to one preferred alternative at the end of Tier Two. S. Schilke confirmed that a single alternative would be the end result. S. Schilke also stated that IDOT and INDOT have not yet determined if a preferred alternative will be identified in the Tier Two Draft EIS.

The meeting concluded at approximately 3:00 PM CDT.

Attendees: Steve Schilke – IDOT
Katie Kukiela – AECOM - IDOT PMC
Rick Powell – Parsons Brinckerhoff

SSMMA attendees

Remote Attendees: none.

Draft

Illiana Interagency Consultation Group Conformity Issue - Meeting Minutes September 5, 2013

Attendees: Mitch Barloga, Steve Strains, Kevin Garcia, Stephen Sostaric, Kathy Luther, Ty Warner, Meredith Stilwell (*NIRPC staff members*), Ron Shimizu (*Parsons Brinckerhoff*)

Tele-conference attendees: Gary Evers (*NIRPC*), Joyce Newland (*FHWA*), Janice Osadczuk (*FHWA*), Larry Heil (*FHWA*), Tony Maietta (*EPA*), Jim Pinkerton (*INDOT*), Jim Earl (*INDOT*), Angie Fegaras (*INDOT*), Frank Baukert (*INDOT*), Shawn Seals (*IDEM*), Reggie Arkel (*FTA*)

As a point of order, Joyce Newland confirmed that NIRPC is responsible for the recording and minute taking of the Interagency Consultation Group (ICG) meetings.

Mitch presented a chart outlining the current amendment schedule updated as of August 29, 2013. NIRPC, INDOT and Parsons Brinckerhoff consultants met the week prior the ICG group meeting regarding NIRPC's concerns regarding environmental justice and proper vetting. Based on those concerns, as well as the conformity issue at hand, it was determined the best course of action was to postpone the amendment approval until the December 12, 2013 NIRPC Full Commission meeting. All materials should be prepared in time for the public hearing faze which will begin on October 8, following the Transportation Policy Committee (TPC) meeting. The conformity determination will be due by the October TPC meeting. There will be at least two ICG meetings.

NIRPC is currently is still in the process of hiring a modeler and the understanding of NIRPC, INDOT and the consultant, is that the new modeler will not be online in time to help with the process. NIRPC has employed other strategies when working with the consultant on verifying the conformity results they are looking to put forward. Chicago Metropolitan Area for Planning modeler Kermit Wies has agreed to look at some of the consultant's numbers to make sure they line up with NIRPC's socio economic and economic data. Any extra review on the conformity numbers from another outside consultant or another peer MPO in the state will need to be discussed in house.

Ron Shimizu was asked where Parsons Brinckerhoff was regarding the conformity work and he noted the travel model runs have been completed for 2040 and the interim years. The Illiana and I-65 added travel lanes were not anticipated to be in operation until 2016 and 2018. The first forecast year for both to be in operation was 2020. As part of the model runs, a build scenario was created in terms of the assumed socio economic input using the difference between the no-build and the build scenarios from the Illiana corridor study forecasts which were fairly modest in terms of increases of 2040 population and employment. That increment was added to the NIRPC adopted forecast for the build forecast. The build trip table was developed coding the Illiana facility assuming a toll on it, as well as the I-65 added travel lanes projects. The travel run outputs were transmitted to INDOT for processing of the travel model outputs in order to complete the actual emissions calculations. Those calculations should be completed roughly by week end or early next week and will reveal if numbers are consistent with emission budgets.

Larry Heil questioned if there was any benefit to sending out the draft report showing the assumptions to avoid last minute surprises. Ron stated a public document was released by NIRPC documented the conformity

analysis and that same format is being used. He encouraged FTA and EPA to look at the current methodology. Joyce Newland asked about the Illiana PM_{2.5} assessment. Ron noted the conformity documentation was only going to include the conformity determination. The Tier Two EIS for the Illiana will have the detailed air quality analysis, including the PM_{2.5} and any hotspot analysis. Parson Brinckerhoff is running moves at the project level as well. Larry relayed what had been done on the I-69 section five EIS and Ron agreed it would be a separate consultation. Kathy Luther asked if the PM_{2.5} discussion or decision would not take place until after the conformity since it is a separate issue. Ron relayed they are shooting for a public hearing just prior to Thanksgiving with a release of the draft EIS sometime at the end of October/early November and feels it probably would make sense to have a consultation meeting specifically on the project level air quality analysis before finalization of the analysis. Kathy asked for drafts for internal review. Ron will find out how far along the process is and if it is far enough they will provide the information. Larry offered to forward a copy of appendix OO, which is also available online, of the I-69 section five EIS. It lists everything done PM_{2.5} wise and has minutes from the consultations. Ron relayed there was a joint consultation meeting with CMAP staff a couple of months ago and it was determined this project would be a project of air quality concern. A Parson Brinckerhoff air quality lead did a presentation on the approach and received feedback for specific locations to look at. The methodology can be provided now until the rest of the information is determined. The information should be provided in the draft EIS. Larry requested a draft be provided and a conference call held prior to the public release of the draft to provide an opportunity for agreement that what is needed has been met. Ron noted a draft could be provided for review at an ICG meeting requested by NIRPC. Parson Brinckerhoff air quality reps have been in contact with both Illinois and Indiana regarding the moves model settings and have worked with INDOT's air quality consultant in terms of the moves output. The information regarding the settings and assumptions that have been used can be put together as a package and shared with everyone.

In summary, the project level air quality analysis for the Illiana Corridor Study will need to be discussed. As part of the analysis PM_{2.5} and the moves model are being run and Parsons Brinckerhoff will provide the approach in terms of how PM_{2.5} will be addressed. When the results are ready enough, a draft will be provided to the ICG group for review so there will not be surprises down the line at the project level. The hope is to have the information by the next meeting, but currently only the approach is known. Ron will have to check on the results level, but anything ready can be provided.

Mitch will schedule another ICG meeting for the last couple of weeks through the doodle poll process. The determination and any PM_{2.5} information will be provided.

Meeting Summary

Louis and Marie Rodawold

Date: September 13, 2013

Time: 9:30 AM CDT

Location: Rodawald Farm, Florence Township, Will County, IL

IDOT and Will County Executive Larry Walsh met with Louis and Marie Rodawold to present new Illiana interchange alternatives near IL-53 that had been developed as a result of a previous meeting at their residence on July 25, 2013.

S. Schilke explained that the Alternatives to be Carried Forward Technical Memorandum (ACFTM) released on September 6, 2013, contained 6 potential alternatives to address a connection at or near IL-53. There are two new alternatives near Riley Road; a new alternative at Chicago Road; and a “no access” alternative with no local connection, in addition to the previous two alternatives discussed with the Rodawolds in July (at IL-53 and at Riley Road). S. Schilke explained that all six alternatives are currently under consideration to be carried forward, that there is an active comment period for the ACFTM ending September 26, 2013, and that additional public comment would be sought at the formal public hearing for the Illiana project in late 2013. He also stated that it has not been decided if a preferred alternative will be identified by IDOT at the public hearing.

Before discussing the alternatives, Mr. and Mrs. Rodawold had several questions and comments for S. Schilke regarding the purposes of the project, potential noise and traffic that may result from the project, and the inability of the project to be routed through the Midewin National Tallgrass Prairie. S. Schilke responded by identifying the regional project needs, explaining that noise and traffic impacts will be addressed in the Draft Environmental Impact Statement (DEIS), and reviewing the federal law that does not allow new roads or the addition of lanes to existing roads through Midewin. S. Schilke also expressed the sensitive nature of IDOT’s interaction with property owners within a large project such as the Illiana, whose environment may be changed as a result of proximity to, or relocation caused by the project, and that one of the purposes of public outreach is to find ways to reduce impacts to property owners where practical. L. Walsh explained some of the changes that Will County has experienced, and is anticipated to experience, regarding population and traffic growth. In 1970, Will County had approximately 200,000 people, today it has 700,000 people, and it will surpass 1 million in the next 25 to 30 years.

Regarding the alternatives for IL-53 access, S. Schilke clarified that Riley Road stays open in all scenarios – as a grade separation if Riley does not get an interchange as in alternatives 4A-1, 4A-2D or 4A-3, or as an interchange as in Alternatives 4A-2A, 4A-2B and 4A-2C. Alternative 4A-1, previously presented to the Rodawolds in July 2013, connects directly with IL-53. Alternative 4A-2C closes Riley in its present location and relocates it to the west, where it will cross Illiana and have an interchange. The Rodawolds understood they would have a dead end on the existing Riley Road and would need to use the relocated Riley Road to go north from their property with Alternative 4A-2C. Another Riley Road alternative, 4A-2B, brings Illiana over Riley

Road and leaves the Rodawold farmstead intact via the use of a retaining wall. They indicated they did not like Alternative 4A-2A, previously presented to the Rodawolds in July, which would require acquisition of their farmstead to accommodate a Riley Road interchange.

S. Schilke also presented Alternative 4A-2D which has eastbound on-off ramps at Old Chicago Road, and westbound on-off ramps opposite the Local 150 training center entrance in order to avoid impacts to Midewin and the Kavanagh farmstead; and Alternative 4A-3 which provides no access on or near IL-53. L. Walsh indicated his opinion that if the access is not directly on IL-53, the westbound traffic on Illiana will be lost in any case, and that the least impacting interchange should be given weight in consideration. The Rodawolds agreed and indicated Old Chicago Alternative 4A-2D would be less impacting to them than any of the Riley Road alternatives. The Rodawolds did not want to indicate a preference between the two “less impacting” Riley Road alternatives 4A-2B and 4A-2C without consulting other family members who own adjacent parcels, and stated they would think about it and let IDOT know their preference shortly. They reiterated their preference not to be relocated from their farmstead (which would be required with Alternative 4A-2A).

The meeting concluded at approximately 11:00 AM CDT.

Attendees: Louis and Marie Rodawold
Larry Walsh – Will Co. Executive
Steve Schilke – IDOT
Rick Powell – Parsons Brinckerhoff

Remote Attendees: none.

Illiana Interagency Consultation Group

Conformity Issue - Meeting Minutes

September 30, 2013

Attendees: Mitch Barloga, Kevin Garcia, Stephen Sostaric, Gary Evers, Scott Weber, Meredith Stilwell (*NIRPC staff members*)

Tele-conference attendees: Ron Shimizu (*Parsons Brinckerhoff*), Joyce Newland (*FHWA*), Michelle Allen (*FHWA*), Janice Osadczuk (*FHWA*), Larry Heil (*FHWA*), Tony Maietta (*EPA*), Jim Pinkerton (*INDOT*), Jim Earl (*INDOT*), Angie Fegaras (*INDOT*), Jerry Halperin (*INDOT*), Lisa Shrader (*INDOT*), Frank Baukert (*INDOT*), Julie Ritzler (*INDOT*), Greg Katter (*INDOT*)

Since last meeting of the ICG on September 5 a draft air quality conformity determination was produced by Parsons Brinckerhoff and forwarded to NIRPC. CMAP reviewed the determination to ensure everything was in line with calculation and model runs and concluded a build scenario was used during the conformity run which made them uncomfortable. As a result, they requested NIRPC ask the consultants to run forecasts from the 2040 Comprehensive Regional Plan. After discussion as to what that entailed, the scenario run was completed by Parsons Brinckerhoff and forwarded to NIRPC and in turn forwarded to the Illiana Interagency Consultation Group. J. Newland has already added comments to the draft determination. R. Shimizu explained the original conformity analysis documentation basically used the NIRPC adopted forecast adjusted using the presence of the Illiana and I-65 added travel lane, reflecting population and employment as a result of those projects. Those figures were obtained by taking the difference between the build and no build from the Illiana corridor study. Essentially the consultants created the build network and a build socioeconomic forecast reflecting the NIRPC forecast with the addition of the Illiana and I-65 added travel lane. Travel models for the different years were run, the travel mile output divided, and INDOT ran their MOVES model post-processor to determine actual emission results which were incorporated into the documentation. The requested additional conformity run just reflecting adopted NIRPC socioeconomic forecast without trying to equilibrate for the project was completed with almost identical results and is documented in the update case. J. Newland commented numbers for both sets of runs are staying well below the emission budgets. M. Barloga relayed that the rerun of the model is out of an abundance of caution to ensure it is kept within the forecast of the 2040 CRP. Assuming a build forecast at this time was not wanted since it is not reflected in the 2040 CRP and it is important to stay consistent with the numbers currently in place. CMAP has not yet responded to the updated conformity run.

M. Barloga asked for clarification on a question a CMAP forecaster had regarding issues on updated MOVES model numbers; noting that he wasn't sure if it would make a difference in the end. R. Shimizu stated only the travel model was run past INDOT who created the MOVES post-processor and is sure it's up to the ICG to agree upon the MOVES model input assumption. He was not familiar with what is actually assumed in the MOVES model by INDOT in their post-processor. L. Heil and G. Katter spoke about the MOVES post-processor and the same assumptions, model and post-processor have been used for everything else done for Federal Highway and their air quality budgets so there is good agreement and conformity with other practices.

The PM 2.5 analysis is progressing. R. Shimizu stated it his understanding they are getting close to finishing those runs and are hoping to get something out this month or definitely in October. L. Heil commented it is hoped to have interagency consultation on those results before they are released for public review and comment. Ron stated they are aware of that on both Indiana and Illinois sides. J. Newland voiced that this is the conformity determination that will be used and she does not want to have to go back to look for an old conformity determination and would like the projects put back in and highlight the ones being added. That has

already been done by the consultants and will be done by NIRPC as well. She was unsure if there were any changes to the latest planning assumptions or if they were consistent with what is in the 2040 CRP. R. Shimizu responded that to his knowledge they were taken from the last conformity analysis from a couple of months ago and nothing has changed on them. J. Newland also remarked more information was needed on the fiscal constraints than has been provided for the project. A brief discussion was held and it was noted Jim Earl is working on that information.

J. Newland also brought up Plan approval dates remarking on a noted date of October 2011, when she thought it was in June 2011. R. Shimizu said the October date was the preferred scenario vision documentation approval date, and not the plan approval also noting he can add the Long Range Transportation Plan. He addressed J. Newland's request to remove language regarding the 2013 certification review which documentation has yet to be released on. The original certification review used was from 2009. She also requested the statement be removed that says INDOT is in the process of running the post-processor and expect to be completed by the week end of October 4. R. Shimizu indicated that has already been removed. Brief discussion was held regarding adding La Porte back in. G. Evers remarked that would not be overlooked.

M. Barloga updated the group on where things stand currently on NIRPC's behalf. Although some of the dates have been stretched out everything is still on target for the CRP amendment vote on December 12 at the NIRPC full Commission meeting. Key dates include the public comment period which will run from October 14 through November 20. Originally it was to begin on October 8, but with environmental justice figures to work out the date was pushed back. There will be an environmental justice workshop on October 10 in Gary from 4:00-7:00 p.m. cst. A select group of stakeholders have been invited to be part of the process. Four open houses will be held for public comment. The first will be on November 2 and will be at IUN in Gary from 10:00 a.m. to 12:00 p.m. cst. A comment summary will be presented to the Transportation Policy Committee (TPC) and commissioners in adequate time for them to make a decision. The TPC vote for approving the project for the plan amendment TIP will occur at the meeting on December 3. The NIRPC staff review white paper is in process and on target to be released mid-October. Currently it is not a recommendation but just an analysis of how the Illiana and I65 widening coordinate with the factors that allow projects into the CRP.

J. Newland reported on next steps. Another ICG meeting may be held dependent upon comments received back from CMAP. Once public comments are received and documented and votes for final adoption are taken at the December meetings, she will ask for a formal written consultation from consulting agencies (i.e. EPA, IDEM, INDOT). 30 days after the full commission takes action, hopefully the project will be in the TIP and found to conform.

J. Pinkerton noted the I65 expansion and Illiana are two separate projects and asked if public comment and votes will be cast separately for each at TPC. G. Evers stated there will be one TIP and Plan Amendment. J. Pinkerton felt they should be separate and one not tied to the other for voting purposes. J. Osadczuk clarified that the vote will be for the TIP amendment and not the projects and they cannot be separated; the projects being amended in are what the conformity is all about. The vote cannot be parsed out into pieces and is an all or nothing vote and it is up to the sponsoring agency to decide what is included in their amendment. G. Evers stated there is nothing to preclude INDOT from bringing one of the projects back through again if the amendment fails. The conformity would have to be redone to include only the project being brought back through. M. Barloga clarified that if there are no red flags from CMAP on the latest conformity results this meeting should be the last call. J. Newland commented that it was too bad that IDEM didn't participate and hoped that someone would follow up with them to make sure they have read the materials and see if they had

any questions. EPA should be cc'd on the correspondence. G. Evers asked J. Newland to review the edited draft conformity determination before it is released for comment.

MEETING SIGN-IN SHEET

Date: October 8, 2013

Location: Foxtail Commons Wilmington, IL

Purpose: Illiana Expressway Update

Name	Representing	Email Address
1. Tena Johnson	254 Jennifer Lane	
2. Joan Thompson	245	
3. Jeanne Thompson	241 Jennifer Ln	JMT542@YAHOO.COM
4. Doug Francois	1518 Charlotte St.	DOUG-FRANCOIS@BELLSOUTH.NET
5. Jerry Gattis	270 Jennifer Ln.	Sharon Gler. @yahoo.com
6. Russell Gilmore	242 " "	RussellG1543@ATT.NET
7. Mike Bailey	1656 Kirstenlee Dr	dreih1@yahoo.com
8. Linda Bailey	" "	lgbrn1@yahoo.com
9. Don Mumper	23536 W. Kankakee River Dr	
10. Mark & Brenda Peterson	286 Jennifer Lane	PAPA PETE 555 @ GMAIL.COM
11. Tom Kurth	22333 W. Kankakee River Dr	
12. Christopher Shell	Hawk trail	Shell1962us@yahoo.com
13. Judy Sunding	22432 W. Kankakee Rv. Dr.	judy.sunding@esbglobal.net
14. LaVonne Pollack	273 Jennifer Ln	
15. Jackie Dana Lewicki	250 Jennifer Ln	
16. Leo & Cathy Vandugne	266 & 281 Jennifer	chettycathyvandugne@gmail
17. Kevin Kewir	21386 Seneca Ln	
18. Curt Fox	265 JENNIFER LANE	Fox 408 @ G MAIL.COM
19. Barbara Russell	285 Jennifer Ln	barussell47@aol.com
20. J. MARSHALL	277 JENNIFER LN.	
21. Dorette Baskerville	253 Jennifer Ln	VEBASKERVILLE@SBCGLOBAL.NET
22. Matt Baskerville	249 Jennifer Ln	MATT@REEVESFUNERAL.COM
23. Barb Gunther	290 Jennifer Ln	815-476-7718
24. Margaret Geiss	1670 Kirstenlee	ITsmel947@Comcast.net
25. Sandra Anderson	261 Jennifer Ln.	SandyA11178@mail.com

MEETING SIGN-IN SHEET

Date: October 8, 2013

Location: Foxtail Commons Wilmington, IL

Purpose: Illiana Expressway Update

Name	Representing	Email Address
1. <u>Lichtenwalter</u>	<u>369 Jennifer</u>	<u>barb3607@att.net</u>
2. <u>Shorkey, Rosemary</u>	<u>258 Jennifer</u>	<u>rosemaryshorkey@me.com</u>
3. <u>McMahon, Mary</u>	<u>257 Jennifer</u>	
4. <u>JACK + LOUISE DEWALT</u>	<u>294 JENNIFER</u>	<u>LOUISE.REYNOLDS@ATT.NET</u>
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		



Meeting Summary

Foxtail Commons property owners

Date: October 8, 2013

Time: 12:30 PM CDT

Location: Private residence, Foxtail Commons Subdivision, Wilmington, IL

At the property owners' request, a stakeholder meeting was held to update the Foxtail Commons subdivision on items of local interest and the Illiana Corridor study in general. S. Schilke gave a brief status update on the Illiana project and the location of alternatives in relation to the subdivision.

The following items were discussed:

- S. Schilke described the study process and that the Illiana was a 47-mile project with 2 lanes anticipated in each direction. There are 6 different options for connecting IL-53 to the Illiana (including no access), and that Section 3 between I-55 and the UP Railroad is one of the most constrained sections to route the Illiana through. Several residents asked why the Illiana could not be routed through the River Road area, and S. Schilke explained the federal legislation including the Endangered Species Act, Section 4f, and the Illinois Conservation Act that protects the Midewin National Tallgrass Prairie and made it impossible to construct new roads in Midewin.
- A resident asked what the next steps were and when the route would be final. S. Schilke explained that there will be a public hearing in December 2013 where a preferred alternative may be presented, and that public comment on the alternatives or other aspects of the project are welcome. The Illinois public hearing is currently proposed to be held at the Local 150 training center in Wilmington. After the hearing process, the final document finalizing the route will be the Record of Decision, anticipated in spring 2014.
- There was a discussion on the CMAP committee votes and their implications. The CMAP MPO Policy Committee will have the official vote to move the Illiana into the constrained plan on October 17. Their approval is needed to complete the EIS and ultimately obtain a Record of Decision for the project. S. Schilke stated that the main reasons the Illiana is being proposed are the increasing pressure of the nearby intermodals on truck traffic and the limited ability of I-80 to carry the east-west traffic.
- A question came up on the role of the South Suburban Airport in the project. S. Schilke stated that the proposed airport is projected to generate only 3% of the total Illiana traffic, and that the SSA footprint and Midewin were constraints that the study had to work around when considering a route.
- The land acquisition process was discussed in detail by S. Schilke and M. Cullian. Topics ranged from the basis for establishing the offer for land needed for the project, the offer-counter-offer process, what happens if the state and the owner can't come to an agreement, the quick-take process, relocation benefits (which are typically limited to a 50-mile radius for moving expenses), and the timeline for land acquisition from appraisal to close (which can sometimes take over a year depending on whether the parcel goes to condemnation). M. Cullian stated that about half of properties typically go to condemnation, but often because of title problems,

Illiana Corridor Phase I Study

division of property issues between joint landowners, or other issues not related to disagreement on valuation. There was a question on how long people could stay in their property after acquisition, and whether they could pay rent. M. Cullian stated that each case is different, but IDOT discourages renting back to property owners once it has acquired property from. IDOT will work with the property owner to allow time to move their possessions once a property is acquired, usually 30 days after the state takes title; but in some special cases may allow an extended period of time. The question came up about people who are “underwater” on their property, and M. Cullian stated the state must pay off the lien when it acquires property, including any amount on an outstanding mortgage in excess of the property’s value, so that the property owner is not held liable for this amount.

- The county’s ombudsman was discussed. Mike Hansen (815-744-9500) is available to explain the legal process and outline options for landowners who are involved in an Illiana acquisition. He is not allowed to represent any landowners but can explain their rights and options to them.
- The specific alternatives in Wilmington and their location in relation to the Foxtail Commons subdivision were discussed. Many residents questioned whether Alternative 3B would actually leave 3 units standing and remove the remainder, as shown on the map. S. Schilke responded that the Alternatives to be Carried Forward Technical Memorandum (ACFTM) did mention the “change of access” that would need to be addressed with implementing Alternative 3B at Foxtail Commons and the subdivision to the east, and that IDOT would need to negotiate this with the landowners of the subdivision if Alternative 3B was part of the selected alternative. Some residents expressed a desire to stay if the alignment didn’t directly impact them, and others expressed a desire to move, whether the alignment directly impacted them or was nearby.
- A resident asked whether they could remove items from the home if IDOT acquired it. M. Cullian responded that homes are appraised in a habitable condition, and that permanent appliances and home fixtures such as toilets, water heaters, cabinets, central heat and A/C must either be left in place, or an agreement made with IDOT to reduce the payment to the owner to compensate for the removal of these items.
- A resident asked a question about the Illiana rail freight line. S. Schilke stated this was a private venture that was unrelated to the Illiana study, and that the railroads in the area had expressed that the project was not needed.
- A resident asked if there was an anticipated need for the Illiana to be expanded in the future. S. Schilke stated that the current 4-lane design is projected to be adequate through 2040.
- Two other groups (Kankakee River Drive and Foxtail Commons developers) had members present at the Foxtail Commons meeting and requested separate meetings to address their issues.

The meeting concluded at approximately 2:30 PM CDT.

Attendees: Steve Schilke, Mike Cullian (IDOT)
Katie Kukiela (AECOM-IDOT PMC)
Sean LaDieu (HR Green)
Rick Powell, Shane Peck (PB)
Tony Graff (City of Wilmington)
Foxtail Commons and other residents (see attached)



**Illiana Corridor
Phase I Study**

Remote Attendees: none

Draft



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Tier II Consultation Meeting

Agenda

October 24, 2013

Lake County Room

CMAP Offices

Teleconference # 800-747-5150, Access Code 3867454

- 1.0 Call to Order and Introductions** 10:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – September 20, 2013**
ACTION REQUESTED: Approval
- 4.0 Illiana PM_{2.5}**
IDOT and INDOT are requesting consideration and approval of the parameters for the Illiana PM_{2.5} analysis. Materials are attached.
ACTION REQUESTED: Concurrence on parameters by CMAP and NIRPC consultation teams
- 5.0 PM_{2.5} Proposed Designation Boundaries**
The PM_{2.5} annual standard was revised in January (effective March 18, 2013) to 12.0 micrograms per cubic meter. The Chicago area does not attain that standard; Illinois EPA is holding public meetings and a comment period for their proposed nonattainment area boundary designations. They are proposing the same counties and townships in the Chicago region as the for the 1997 PM_{2.5} standard.
ACTION REQUESTED: Discussion
- 6.0 Tracking Projects of Air Quality Concern (PAQC)**
The current list of projects is attached.
ACTION REQUESTED: Information
- 7.0 CREATE East-West Corridor From Argo Interlocking (Cook) to CP509 (Cook) EW-3 Pullman JCT (01-05-0012)- General Conformity Analysis**
Determination of whether Cook County emission rates or project level rates should be used to estimate light duty emission rates has been requested by IDOT. Materials are attached.
ACTION REQUESTED: Determination of appropriate rates

8.0 Major Capital Project Updates

A brief update on the status of Major Capital Projects is available on the Transportation Committee [minutes page](#).

ACTION REQUESTED: Information

9.0 Other Business

10.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

11.0 Next Meeting

12.0 Adjournment

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		



MEETING SIGN-IN SHEET

Date: Nov. 8, 2013
Location: MOMPER RESIDENCE
Purpose: PROPERTY OWNER MEETING

Name	Representing	Email Address
1. <u>RICK POWELL</u>	<u>PARSONS BRINCKERHOFF</u>	<u>powellw@pbworld.com</u>
2. <u>SEAN LADIEU</u>	<u>HR GREEN</u>	<u>SLADIEU@HRCGREEN.COM</u>
3. <u>Connie Hubbard</u>	<u>The peoples rights</u>	<u>cehubba65@aol.com</u>
4. <u>KAREN BATTLES</u>	<u>MYSELF</u>	<u>buddybattles@gmail.com</u>
- 5. <u>PATRICIA DZIUBAN</u>	<u>SELF</u>	<u>patticakes54@hotmail.com</u>
6. <u>Judy Momper</u>	<u>people rights</u>	<u>22536 WKKK River Dr.</u>
7. <u>September Pollack</u>	<u>SELF</u>	<u>slpollack91@gmail.com</u>
8. <u>Martin Pollack</u>	<u>SELF</u>	<u>mpollack12257@comcast.net</u>
9. <u>Tam HAUDEN</u>	<u>SELF</u>	<u>HAUDENS CROSSING@70706MAIL</u>
- 10. <u>Joe DZIUBAN</u>		<u>2000-bccc-dzoo2@yahoo.com</u>
11. <u>Ray Sundine</u>	<u>Self</u>	
12. <u>Judy Sundine</u>	<u>Self</u>	<u>judy.sundine@sbcglobal.net</u>
13. <u>Jayne Sundine</u>	<u>Self</u>	
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		

Meeting Summary

Kankakee River Drive residents

Date: November 8, 2013

Time: 4:00 PM CST

Location: Private residence, Wilmington, IL

The Illinois Department of Transportation (IDOT) was invited to make a presentation at the request of several residents of Kankakee River Drive in Wilmington, IL, which will be crossed by all of the alternatives recommended to be carried forward in the Illiana Corridor Tier Two study. The presentation was for the purpose of updating the residents on the study's progress, showing the current alignment status, and answering questions about the land acquisition process. S. Schilke gave a brief overview of how the alternatives were developed at the current Kankakee River crossing, and its narrow range of potential crossings of Kankakee River Drive. During and following the presentation, the following topics were discussed:

- S. Schilke stated that the Draft EIS is anticipated to be released at the end of November and public hearings will be held in mid-December. The public will be notified approximately 30 days before the hearing. The public hearing schedule is tied to when IDOT can release the signed Draft EIS. Alternatives 3F Modified and 3B Modified (shown on maps provided by IDOT) are currently the options IDOT is considering.
- A resident asked S. Schilke if the alternative routes were the "best" as opposed to the "easiest" alignments. S. Schilke responded that he considered them the "best" from an aspect of balancing impacts and described the constraints of Midewin National Tallgrass Prairie (MNTP) and the federal law that prohibits "no new roads" through the area. R. Powell described previous coordination efforts on this issue, and reiterated that IDOT has a clear understanding of what is and is not allowed under the federal law. Several residents expressed the opinion that going through MNTP or the Des Plaines State Fish and Wildlife Conservation Area (DPSFWCA) would be a much less impacting alternative, and asked what they could do to help enable consideration of such an alternative. M. Cullian stated that it would take a change in federal law, and that the residents' congressional representatives and US Senators would need to intervene. S. Schilke further elaborated that, even if the federal law addressing Midewin were changed, there are also federal laws regarding endangered species and use of public lands (4f) that may make such a route difficult.
- A resident questioned what rights they had throughout this process. S. Schilke mentioned the Will County ombudsman, Mike Hansen, is available to outline legal options, especially regarding the land acquisition process, and that his contact information is at the Illiana public website. There are also documents available online at the Illiana website regarding the land acquisition process, and IDOT landowner representatives (S. LaDieu for the Wilmington area) who can provide answers for landowners about the project and the acquisition process. M. Cullian clarified that he thought the question was more about the residents' "rights" to get involved in the

Illiana Corridor Phase I Study

decision making process, which given the constraints would likely be at the legislative end to make it legally possible to explore other alternatives. Several residents commented that natural resources seem to have more rights than people. IDOT indicated that the previously mentioned land acquisition pamphlets could be sent to those requesting them.

- The P3 process for the project was discussed. S. Schilke explained that there is interest from the construction and finance sectors in building the project. A June 2013 industry forum attracted approximately 650 individuals. The Request for Qualifications was released today (11/08/13), which requests that qualified firms and teams state their interest in bidding on the project. Next, a Request for Proposals will be developed, and eventually a single bidder with the most favorable proposal will be selected by the state to design, build, finance, operate, and maintain the project. The state will initially invest approximately \$350-500 million of state money in land acquisition, engineering and utilities to leverage \$1 billion of private capital to build the project with periodic “availability payments” to the developer, and recoup the money with tolls over time.
- Some of the residents made the point that they are not angry at the study team, but they are angry at the situation. S. Schilke stated the study team’s job was to give the residents honest answers. A resident questioned when construction would start. S. Schilke stated land acquisition would begin after the Record of Decision (ROD) was issued, and extend into 2015, with construction beginning after a substantial amount of the land had been secured. There are approximately 400 parcels in IL to be acquired. Construction is anticipated to begin in late 2015.
- Some of the residents questioned when the exact route and parcel needs would be known. S. Schilke stated the process would start to solidify with the release of the Draft EIS, but that final approval of the preferred alternative would not happen until Spring 2014 with the ROD. There may be tweaks between the Draft EIS, the Final EIS, and ROD. Some residents made a point that acquisition should only acquire the absolute minimum for what is needed to build the road while others pointed out that acquisition should include homes that are “10-feet from the road” to give relief to those who do not want to live by the highway.
- A resident questioned how homes were appraised for value. M. Cullian responded that current fair market value is the basis for the offer. Landowners are free to counteroffer. If there is an impasse after negotiations, the parcel will go to court through the condemnation process.
- There are also relocation benefits available if landowners are relocated from their home. In those cases, IDOT compares the fair market value against the replacement value (based on comparable homes that are currently for sale), and the state assists the homeowner in finding a comparable property. A replacement home can rarely duplicate the previous home exactly, so comparability is the basis. M. Cullian illustrated this with an example: if a comparable home is found but it is on the market for \$120,000 and the IDOT-acquired home appraises for only \$100,000, the relocation benefit pays the difference. The homeowner can choose to buy the comparable home found by IDOT but is not obligated to do so, and can use the additional money toward purchase of the home of their choice.
- A resident asked about assistance to a renter. M. Cullian explained the relocation benefit of rent supplement for 42 months if a comparable rental property can’t be found for the same rent amount.
- M. Cullian also explained the time period for people to remain in their home. The land acquisition process takes a minimum of several months from appraisal to IDOT taking title to the property even in an agreeable acquisition, and the homeowner can stay for 30 days in the home after IDOT takes title and the landowner is paid. There are circumstances where IDOT has

Illiana Corridor Phase I Study

allowed people to stay longer to accommodate them, but IDOT does not typically want to collect rent from the former owners. In rare occasions, IDOT will not need the property immediately due to unforeseen project delays, and will rent it out to others, but IDOT tries to avoid acquisition of homes unless they are needed for imminent construction purposes.

- D, Momper explained the uniqueness of his property, and asked how IDOT would place a value on it. M. Cullian responded that homes such as Mr. Momper's are more difficult to value due to lack of comparable properties. M. Cullian also explained that most residential properties are closer in range of opinion of value than commercial or industrial properties. Those non-residential properties go to condemnation trial far more often than residential properties because of the wider range of opinion in their value. One resident asked about the potential of the project being stalled or slowed for an extended period and homes being acquired quickly and then rented out to others. M. Cullian stated that the Illiana Corridor is different than the South Suburban Airport, for example, and that IDOT would not likely plan to maintain them for an extended period.
- Several one-on-one conversations with IDOT staff regarding individual situations and questions occurred after the group discussion ended.

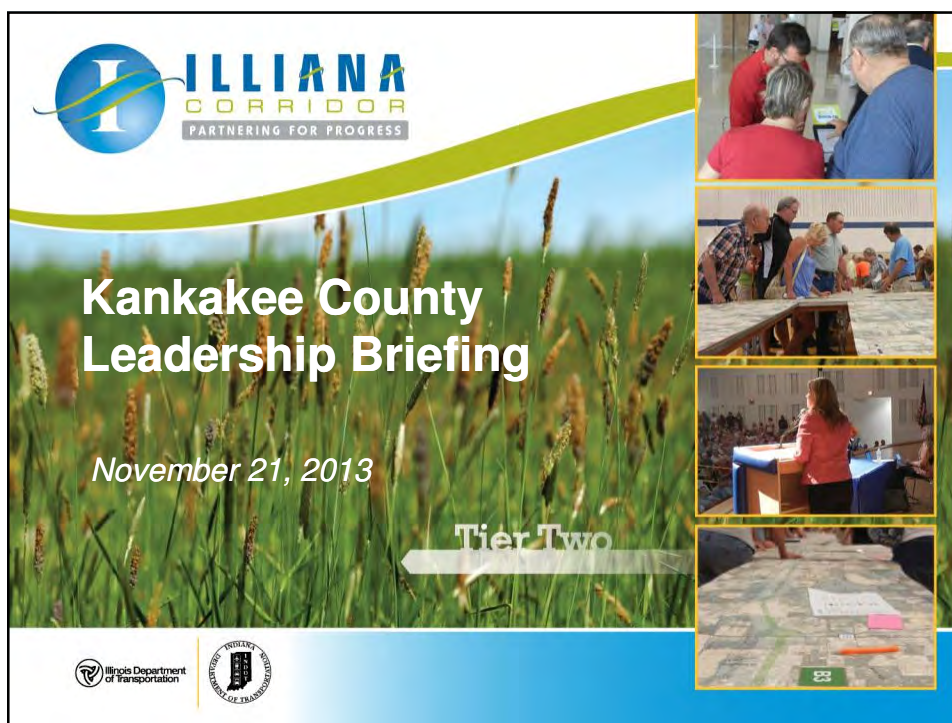
The meeting concluded at approximately 6:00 PM CST.

Attendees:

Steve Schilke – IDOT
Shane Peck – Parsons Brinckerhoff
Rick Powell – Parsons Brinckerhoff
Sean LaDieu – HR Green
Mike Cullian - IDOT

Remote Attendees:

None.




ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

Kankakee County Leadership Briefing

November 21, 2013

Tier Two



Illinois Department of Transportation

Illiana Corridor



Presentation Agenda

- Project Overview
- Project Benefits
- Project Financing
- Next Steps

Tier Two

Illinois Department of Transportation

Illiana Corridor

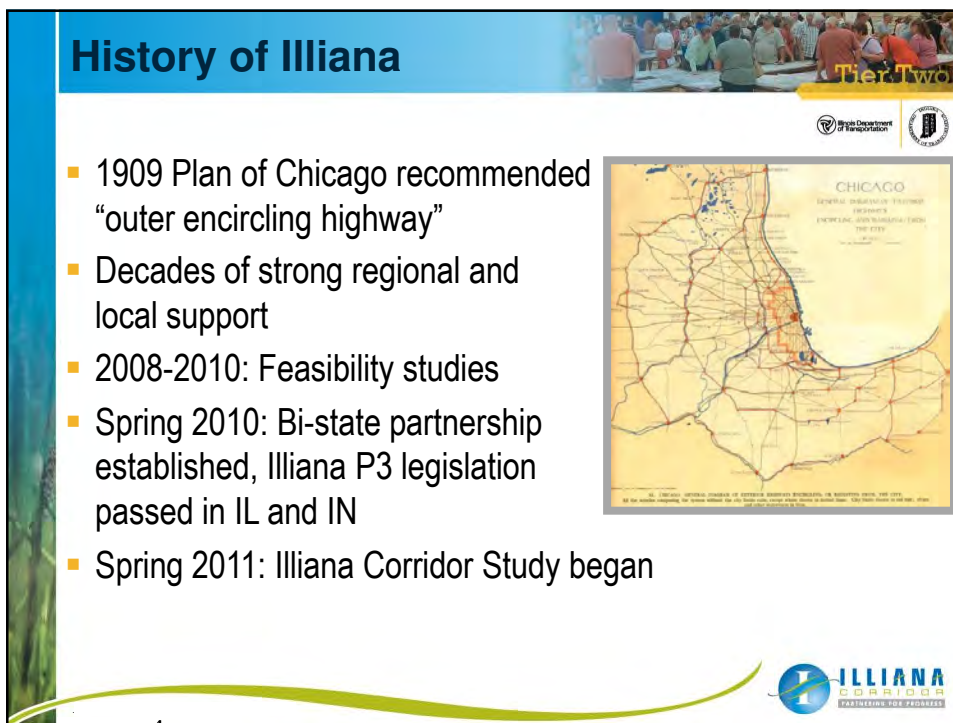


Project Overview

Tier Two

Illinois Department of Transportation

Indiana Department of Transportation



History of Illiana

- 1909 Plan of Chicago recommended “outer encircling highway”
- Decades of strong regional and local support
- 2008-2010: Feasibility studies
- Spring 2010: Bi-state partnership established, Illiana P3 legislation passed in IL and IN
- Spring 2011: Illiana Corridor Study began

CHICAGO
SOUTHERN ILLINOIS RAILROAD
NEW LINE
INDIANA RAILROAD
1888

Tier Two

Illinois Department of Transportation

Indiana Department of Transportation

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Transportation Need

- Lack of high-classification east-west routes in study area
- National truck freight increasing through study area
 - Key intermodal logistics area
 - Heavy strain on local road network
- Will, Kankakee, and Lake County (IN) population expected to grow by 850,000+ by 2040



5

NEPA Schedule



6

Current NEPA Activities

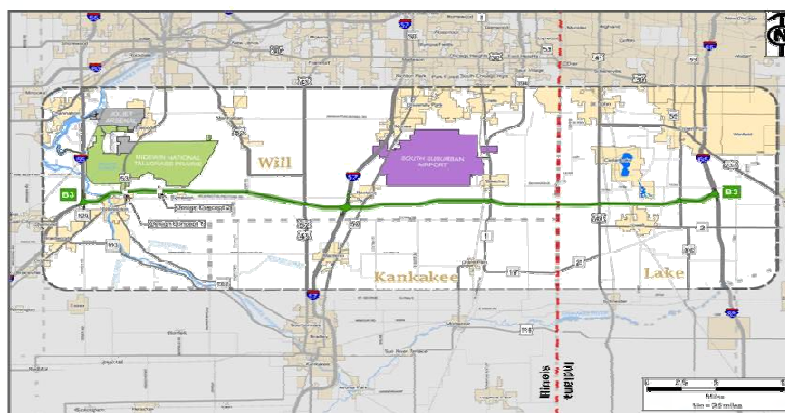
Development of Tier Two EIS

- Detailed engineering studies
- Environmental & geotechnical surveys
- Stakeholder outreach
 - One-on-one meetings (200+)
 - Public meetings
 - Illiana Corridor website
(www.illianacorridor.org)



Project Location

- B3 Corridor selected as preferred corridor
- 47-mile access-controlled expressway



Project Details

Major Construction Project

- Creates 9,000 construction jobs
- 190 mainline lane miles
- 3 system-to-system interchanges (I-55, I-57, I-65)
- 7 local interchanges
- 123 bridges
- 5 railroad crossings



Project Delivery

Design-Build Project



- First design-build project for IDOT
- Accelerated project delivery
- Close collaboration between construction and design team allows for optimal design





Project Benefits

Tier Two

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

ILLINOIS DEPARTMENT OF TRANSPORTATION

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

LAKE COUNTY



Economic Opportunity

Tier Two

- Creates 9,000 construction jobs and thousands of long-term jobs that equate to \$1.3 billion in wages over a 30-year period
- Increases tax revenues by \$50 million in the short-term and \$270 million in the long-term
- Increases the Gross Regional Product (GRP) by at least \$425 million, serving as a significant driver for economic growth in the region
- Provides additional job opportunities in the freight and manufacturing industry, which are key cornerstones of the Midwest economy

ILLIANA CORRIDOR PARTNERING FOR PROGRESS


ILLIANA CORRIDOR PARTNERING FOR PROGRESS

ILLINOIS DEPARTMENT OF TRANSPORTATION

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

LAKE COUNTY

Transportation Benefits



Tier Two

- Provides \$1.0 million in daily travel time savings
- Reduces vehicle miles of travel on arterial roads in the study area by 26 million miles/year
- Provides a continuous high-speed corridor between Illinois and Indiana
- Serves as a bypass for trucks around the congested Chicago metropolitan area
- Improves accessibility to one of the largest intermodal freight areas in the country as well as the proposed South Suburban Airport
- Improves safety by shifting long-distance traffic off local roads and reducing crash rates




ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

Project Financing

Tier Two




Project Financing

Public-Private Partnership (P3)

- P3 legislation passed in IL and IN
- Design-build legislation passed in IL and IN
- Illiana Corridor will be a tolled facility
- IDOT/INDOT will own road and lease to private partner
- IDOT and INDOT planning to move forward with separate procurement agreements



IDOT P3 Activities

- November 8, 2013: Released Request for Qualifications (RFQ)
- December 4, 2013: IDOT and INDOT to host DBE and Industry Outreach Event in Joliet, IL
- January 2014: Shortlist to 3-4 RFQ proposers
- Spring 2014: Release Request for Proposals (RFP) to shortlisted proposers
- Fall 2014: Award contract to preferred proposer
- 2015-2018: Project construction



DBE/Industry Outreach Event

Tier Two

December 4, 2013, 1-4pm
Holiday Inn Hotel and Conference Center
411 South Larkin Avenue, Joliet, IL

- IDOT Secretary Ann Schneider and INDOT Deputy Commissioner of Innovative Project Delivery Jim Stark to provide opening remarks
- Learn more about Illiana Corridor project and current P3 schedule
- Learn about the IDOT DBE program and workforce training programs
- Network with potential project proposers



Next Steps

Upcoming Milestones

- December 4, 2013: Host DBE and Industry Outreach Event
- Late 2013: Release Tier Two Draft EIS
- Early 2014: Host Tier Two Public Hearings
- April 2014: Release Tier Two Final EIS/Record of Decision
- Spring 2014: Request for Proposals (RFP)
- Fall 2014: Award contract to private partner team
- 2015-2018: Project construction

Tier Two

Illiana Corridor
PARTNERING FOR PROGRESS

Illinois Department of Transportation

Questions?

Tier Two

Illiana Corridor
PARTNERING FOR PROGRESS

Illinois Department of Transportation

Indiana Department of Transportation

Meeting Summary

Kankakee County Leadership Briefing

Date: November 21, 2013

Time: 11:30 AM CDT

Location: Manteno Community Center, 211 N. Main Street, Manteno, IL

The Manteno Chamber of Commerce, Kankakee County Chamber of Commerce, and Economic Alliance of Kankakee County co-hosted a luncheon event with Steve Schilke (IDOT) as the keynote speaker. Steve was asked to provide a presentation with information about the Illiana Corridor project and its impact on Kankakee County.

The Village of Manteno Mayor Tim Nugent provided opening remarks and introduced Mike Van Till of the Economic Alliance of Kankakee County. Mike Van Till provided a brief professional biography of S. Schilke and introduced him to the luncheon attendees as the keynote speaker. S. Schilke delivered a Powerpoint presentation which covered the Illiana Corridor project overview, economic and transportation benefits, project financing, and next steps. Afterwards, there was a question and answer session, during which the following items were discussed.

- An attendee asked if only US firms were eligible to bid on the project. S. Schilke answered that the P3 bidding process will be open to all firms internationally, and pointed out that no matter which firm is selected, there will be economic benefits for local businesses and laborers.
- An attendee asked what the proposed toll rate is for a tractor/trailer. S. Schilke answered that the final toll rate has not been determined, but that preliminary estimates for a truck to cross the entire Illiana Corridor were in the range of \$15-\$30.
- An attendee asked what the biggest challenges would be to complete the project. S. Schilke responded that there are always challenges and risks associated with a project of this size. IDOT has hired a P3 Advisor and expects to consider risk management as they develop the RFP for the project.
- An attendee asked how stakeholders have made an impact on the alignment location. S. Schilke responded that the location of the alignment has been very stakeholder-driven, and he has met with several landowners near the corridor one-on-one to discuss potential improvements. Stakeholder input was a key factor in developing the roadway connectivity plan and reducing farm severances.
- An attendee asked about the status of NIRPC and the inclusion of the Illiana in their 2040 long-range plan. S. Schilke responded that NIRPC is voting to include the Illiana Corridor as a fiscally-constrained project on December 12, 2013.
- An attendee asked why the Chicago Metropolitan Agency for Planning (CMAP) marginalized the benefits of the Illiana project. S. Schilke responded that CMAP's analysis was aimed at identifying whether or not the Illiana should be a regional priority project, versus whether or not it is a good project. Their analysis showed that the project had a number of benefits and was one of the top performers in the GO TO 2040 Plan.
- An attendee asked if there were any interested bidders. S. Schilke responded that there was a lot of interest in the project, citing that the June 2013 Illiana Corridor Industry Forum attracted over 600 attendees.



Illiana Corridor Phase I Study

- An attendee asked about the steps IDOT is taking to ensure their first public-private partnership (P3) will be a success. S. Schilke responded that they have hired a P3 Advisor Team which includes Parsons Brinckerhoff, Mayer Brown, and Ernst and Young. All of these firms have national experience on P3 projects and there is a team of experts developing the P3 documents.
- An attendee inquired about the effect the South Suburban Airport (SSA) project would have on the Illiana. S. Schilke responded that the biggest impact the SSA had on the Illiana Corridor was the corridor location, since it could not go through the proposed SSA footprint. Only 2% of the total 2040 traffic on the Illiana can be attributed to the SSA based on its inaugural footprint. The main access point for the SSA will be on I-57.
- An attendee asked if there was a proposed rail component to the Illiana Corridor. S. Schilke responded that no rail component is being planned, due to the lack of need and interest from the Class I railroads.
- An attendee inquired about the extent of local road improvements to be done as part of the Illiana project. S. Schilke responded that there would be some minor improvements, likely for roads that are within close proximity to the Illiana. Studies are currently being performed to determine where local improvements, such as traffic signals or turn lanes, will be required.
- An attendee inquired about potential changes the P3 partner could make to IDOT's plans for the Illiana Corridor. S. Schilke responded that the P3 partner will be responsible for designing a facility that meets the specific goals and requirements established by IDOT through the planning study and the P3 contract. The P3 partner will be required to stay within the right-of-way footprint acquired by IDOT and adhere to the road closure plan outlined in the Final EIS. He explained that if the private partner presents alternative designs for the facility, IDOT needs to approve them.
- An attendee asked how billboard displays will be addressed. S. Schilke responded that billboards for the Illiana Corridor would adhere to the Highway Beautification Act and be administered by IDOT. More information can be found on the IDOT website.
- An attendee asked what the typical travel time savings per vehicle would be on the Illiana Corridor. S. Schilke responded that there is not a unique answer to this question, as it depends on the origin and destination of the vehicle. He cited that national movements may see the greatest travel time savings.
- An attendee asked how many tolling points would be placed along the Illiana. S. Schilke responded that this is still under development. He noted that tolling integration is being considered as part of the future contract.
- An attendee suggested that another meeting similar to this one be held once the P3 process is farther along so that Kankakee County leaders can stay informed. S. Schilke agreed that he could provide another update in the future.

The meeting concluded at approximately 1:00 PM CDT.

Attendees:

No formal attendance record was taken. There were approximately 50 attendees.

Remote Attendees: none.

Meeting Summary

Will County Board (partial)

Date: December 5, 2013

Time: 10:00 AM CDT

Location: County Office Building, Joliet, IL

A stakeholder meeting was held to update two County board members, D. Gould and R. Freitag (who were unable to attend the previous Will County Board meeting on November 4, 2013), and provide information and answer questions on the current status of the Illiana project. B. Frefeld of Will County, who was previously in attendance on November, also attended. S. Schilke gave a brief status update on the Illiana project including corridor alignment and interchange locations, including the forthcoming public hearings.

The following items were discussed:

- S. Schilke explained the DEIS was scheduled to be released later in December, with the FEIS and ROD released in spring 2014, approximately in April. Land acquisition will start by summer 2014 and will take approximately 18-24 months for the corridor in IL.
- S. Schilke explained the land acquisition process including parcel appraisals, negotiation, and condemnation if there is an impasse in negotiations, and how the quick take process works. He explained there have been no appraisals yet.
- S. Schilke explained the P3 process and that an RFP would be issued in the near future. He also described the P3 event in Joliet yesterday and that approximately 150 people representing 95 companies attended, including some of the larger teaming entities who are anticipated to consider submitting proposals for Illinois' P3 portion of the Illiana.
- D. Gould asked if there will be one entity controlling the P3 or partitioned between the states. S. Schilke indicated that each state will have its own franchise for their portion, and that INDOT is including a portion of I-65 as an add-lanes project in its procurement (as an independent, non-tolled project) to make a more attractive proposal for the bidders. S. Schilke explained IL would likely offer a 35 year term on the P3 agreement, with a potential milestone payment or payments during construction and periodic "availability payments" thereafter. These payments would be fixed regardless of the tolls collected. The state would collect the tolls, and if the tolls exceeded the availability payment, they would become additional revenue for the state.
- R. Freitag asked what happens if there is a default. S. Schilke stated that in case of the state not making a payment, the bidders would have that risk built into their bid. He stated that the construction bidding environment is very competitive now, so good prices are anticipated if the Illiana is bid in the near term. He also stated that there would be anticipated "walk away" clauses if either party failed to live up to its performance. R. Freitag asked what happens at the end of the 35 years. S. Schilke responded that the state would then have the right to consider soliciting another term franchise for the Illiana as a tolled facility, to operate the facility as a non-tolled road, or to consider other options.

Illiana Corridor Phase I Study

- D. Gould asked about preservation of aesthetics. S. Schilke referred to the Highway Beautification Act and that requirements for billboards, etc. would be similar to other interstate highways, and mentioned the recent IDOT agreement with Chicago regarding electronic billboards. S. Schilke also stated that IDOT is looking at wildlife crossings to allow wildlife movement under the road at strategic locations.
- D. Gould and R. Freitag asked about the IL-53 access. S. Schilke responded that the current preferred location is at Riley Road, with an offset interchange to the west of existing Riley Road.
- D. Gould and R. Freitag asked about provision of property owner names that are affected by the project. S. Schilke stated that design is not final yet and the identities of property owners, as well as their affected acreage, are still changing. When everything is more final, IDOT can provide the information. K. Kukielka added that IDOT is required to send letters to property owners whose homes are slated for relocation. D. Gould and R. Freitag indicated they want to be notified when the letters go out, and S. Schilke agreed to their request. D. Gould asked about how much traffic could be alleviated on I-80. R. Powell explained there are differences depending on which section of I-80 is being compared, but that there should be a noticeable difference in the Joliet area. D. Gould and R. Freitag explained their concerns with I-80, IL-53, and some of the interchanges along I-80, and S. Schilke explained the current Phase I study between US 30 in New Lenox and Ridge Road in Minooka, and the newly programmed bridge replacements that will be compatible with a widened I-80.
- There was a brief discussion on the Cedar Road interchange and the proposed frontage road between Cedar Road and 128th Avenue. S. Schilke explained that IDOT had worked with the county, Wilton Township, and local residents to address design issues at these locations.

The meeting concluded at approximately 11:30 AM CDT.

Attendees: See attached

Remote Attendees: None

Meeting Summary

Will County Farm Bureau

Date: December 16, 2013

Time: 1:00 PM CDT

Location: Will County Farm Bureau, Joliet, IL

A meeting was held to update the Will County Farm Bureau on the progress of the Tier Two EIS. There was a smaller group including members of the Will County Farm Bureau Board that met at 1:00 pm, followed by a larger group, including landowners with parcels in the footprint that came in approximately 2:30 pm.

The following items were discussed during the early session:

- A question was asked about field tiles and determining their locations. It was explained that we have met with landowners and field tile companies requesting information about the location of field tiles. It was stated that we have to rely on landowners to tell us where they are or for the landowners to give permission for the field tile companies to provide the information.
- S. Schilke was asked what happens if a field tile is damaged. He said it is ultimately IDOT's responsibility to repair the field tile.
- Mr. Nugent questioned who they complain to if something is damaged or needs taken care of (he gave a field tile repair as an example). S. Schilke explained the State will be the contact for complaints.
- Concern was expressed by Will County Farm Bureau Board members about the companies hired to fix the field tiles if they are damaged. Board members wanted to make sure the companies used have experience with field tiles. S. Schilke said he couldn't require specific companies to be used, but he would look into if requiring field tile experience could be added to the construction contract.
- The WCFB members mentioned the tile repair work that had recently been done for the Explorer and Enbridge pipelines and that they contacted the farmers and sometimes let the local tiling companies monitor or do the work. The members stated that local firms will ensure the work is done right.
- An attendee discussed I-57 and I-80 and the problems that they caused with drainage. Mr. Nugent stated this is an area of major concern, and people are still talking about it on interstate projects done 30 or 40 years ago.
- M. Schneidewind asked if a tiling company could at least be a monitor on the Illiana Corridor construction. S. Schilke explained that the tile would be installed in accordance with the IDOT Standard Specifications which include specifications for tile installation.
- M. Schneidewind asked who determines or enforces what needs maintaining. S. Schilke responded this will be specified in the construction contract.
- Dates of public hearings were discussed. S. Schilke stated they are not set yet – the original schedule was January, but they may be delayed until February or March 2014. Following the hearing and FEIS/ROD approval, land acquisition will follow in summer 2014 and the Illiana Corridor will be under construction by 2016, with completion expected in 2018.

Illiana Corridor Phase I Study

- IDOT P3 procurement was discussed: the RFQ was issued in IL on November 8, 2013 and in IN on November 12, 2013. There will be two separate projects and procurements. The state of IL will expend about \$350-500 million (primarily on land acquisition, engineering and other costs) with the P3 developer financing the remainder of construction costs. The P3 agreement will be for 35 years, and the tolls will be collected by the state. The state in turn will provide a fixed Availability Payment each year to the P3 developer; the state will retain any tolls collected. The state holds the tolling risk, and the P3 developer holds the traffic risk (the P3 developer must maintain the facility to a defined standard, regardless of the volume of traffic).
- S. Schilke explained the RFP content, and that it will contain the standards to which the Illiana will be built and maintained. The P3 developer will be bound by the terms of the RFP, including which roads must remain open.
- A question was asked about the bridges, the fill heights and where the embankment would come from. S. Schilke explained it would be acquired by the P3 contractor from best available private sources, likely to be close to corridor.
- S. Schilke then discussed the relocation process, M. Schneidewind asked about the stipend; S. Schilke explained it is the difference between the appraised market value of the house being removed, and the best and most equivalent replacement house that can be found on the nearby local market at the time of appraisal. The 50-mile radius for moving expense reimbursement was also explained by S. Schilke. IDOT will reimburse moving expenses up to 50 miles away; if a relocated homeowner chooses to move farther than 50 miles away, the homeowner will be responsible for any expenses above the 50-mile reimbursement.

For the larger group:

- M. Schneidewind asked the larger group to allow S. Schilke to provide a briefing on the status of Illiana and then to come up to the front of the room to talk with Illiana representatives individually about issues specific to their properties. S. Schilke said he would be happy to answer general questions posed during the group part of the meeting.
- S. Schilke walked the group through the corridor. The Wilton Center interchange and frontage road were discussed. Land acquisition will be on an 18 to 24 month timeline. Not everything will be acquired at once. Some property owners wanted to know when the definite ROW will be set; S. Schilke stated it would be late this spring with the signing of the FEIS/ROD. Appraisers will be out next year. S. Schilke stated that it is anticipated the P3 developer will concentrate on completing the segment from the state line to I-57 first. The Illiana Corridor is anticipated to be open by mid-2018.
- Tiling was discussed. The group still expressed an interest in local tiling companies doing the work. S. Schilke stated that they are looking into an "experience" requirement in the RFP so that inexperienced tiling companies would not be doing the work. The attendees noted that once the tile is in the ground, it is very difficult to fix or change it. The drainage in the area generally flows from northeast to southwest and the corridor cuts across it.
- Gloria Brown wanted to know the definite footprint and whether there would be a relocation at a specific property. The Illiana Corridor study team stated it appears like it will be a relocation. These are the properties listed as Laura Galvin in the land acquisition database (she stated these are now the Brown property) and a commitment was made by the Illiana Corridor study team to get back to her. The Parcel IDs are 131923300002000 and 131923400001000.



Illiana Corridor Phase I Study

- Lloyd Christiansen wanted to ensure that the Illiana Study Team possessed the diagram of this property showing where field tiles are located. The Illiana Corridor study team assured him that they have it on file. He also asked questions about access to his property and requested a copy of the alternatives shown at the meeting.

The meeting concluded at approximately 4:15 PM CDT.

Attendees: See attached

Remote Attendees: none

Stakeholder Type	Prefix	First Name	Last Name	Title	Affiliation	Address1	City	State	Zip Code
Lake County	Mr.	Jerry	Scheub-primary	Lake County Commissioner 2nd District	Lake County Board of Commissioners	Building 'A', 3rd Floor, 2293 N. Main Street	Crown Point	IN	46307
Lake County	Mr.	Duane A.	Alverson, P.E.	County Engineer	Lake County Highway Department	1100 East Monitor Street	Crown Point	IN	46307
Lake County	Mr.	Ned	Kovachevich	Department Director	Lake County Plan Commission	2293 N. Main Street, Suite 11	Crown Point	IN	46307
Lake County	Mr.	Marcus	Malczewski	Superintendent	Lake County Highway Department	1100 East Monitor Street	Crown Point	IN	46307
Lake County	Mr.	Roosevelt	Allen Jr.	Lake County Commissioner 1st District	LakeCounty Board of Commissioners	Building 'A', 3rd Floor, 2293 N. Main Street	Crown Point	IN	46307
Lake County	Mr.	Mike	Rupay	Lake County Commissioner 3rd District	Lake County Board of Commissioners	Building 'A', 3rd Floor, 2293 N. Main Street	Crown Point	IN	46307
Lake County	Ms.	Jodi	Richmond	Director of Emergency Management	Lake County Homeland Security	2900 W. 93rd Ave.	Crown Point	IN	46307
Municipalities	The Honorable	Richard	Duran	Village President	Village of Peotone	208 E. Main Street	Peotone	IL	60468
Municipalities	Mr.	George	Gray	Village Administrator & Zoning	Village of Peotone	208 E. Main Street	Peotone	IL	60468
Municipalities	The Honorable	James	Doyle	Mayor	Village of Manhattan	245 S. State Street	Manhattan	IL	60442
Municipalities	Mr.	Mark	Nelson	Development Manager	Village of Manhattan	245. S. State Street	Manhattan	IL	60442
Municipalities	Mr.	Randell	Niemeyer	Town Council President	Town of Cedar Lake	7408 Constitution Avenue	Cedar Lake	IN	46303
Municipalities	Mr.	Ian	Nicolini	Town Administrator	Town of Cedar Lake	7408 Constitution Avenue	Cedar Lake	IN	46303
Municipalities	The Honorable	Edgar	Corns	Town Council President	Town of Lowell	501 E. Main Street	Lowell	IN	46357
Municipalities	Ms.	Sue	Peterson	Town Administrator	Town of Lowell	501 East Main Street	Lowell	IN	46356
Municipalities	Mr.	Craig	Earley	Town Council Vice President	Town of Lowell	501 East Main Street	Lowell	IN	46356
Municipalities	The Honorable	Marty	Orr	Mayor	City of Wilmington	1165 S. Water Street	Wilmington	IL	60481
Municipalities	Mr.	Tony	Graff	City Administrator	City of Wilmington	1165 S. Water Street	Wilmington	IL	60481
Municipalities	Mr	Colby	Zemaitis	City Engineer	City of Wilmington	1165 S. Water Street	Wilmington	IL	60481
Municipalities	The Honorable	Alan	Darr, Jr.	Village President	Village of Symerton	18347 W. South St.	Wilmington	IL	60481
Municipalities	The Honorable	Greg	Szymanski	Village President	Village of Beecher	724 Penfield St.	Beecher	IL	60401
Municipalities	Mr.	Robert O.	Barber	Village Administrator	Village of Beecher	724 Penfield St.	Beecher	IL	60401
Will County	Mr.	Lawrence	Walsh	County Executive	Will County	302 N. Chicago Street	Joliet	IL	60432
Will County	Mr.	Harold	Damron Jr.	County Emergency Planning Coordinator	Will County Emergency Management Agency	302 N. Chicago Street	Joliet	IL	60432
Will County	Mr.	Bruce	Gould	Will County Highway Engineer	Will County Department of Highways	16841 W. Laraway Road	Joliet	IL	60433
Will County	Mr.	Herbert	Brooks	Will County Board Speaker (District 8)	Will County Board	15 Longwood Drive	Joliet	IL	60432
Will County	Mr.	Curt	Paddock	Will County Land Use Planning Director	Will County Land Use Department	58 East Clinton Street - Suite 500	Joliet	IL	60432
Will County	Mr.	Bruce	Friefeld	Chief of Staff	Will County	302 N. Chicago St.	Joliet	IL	60432
Will County	Ms.	Alicia	Hanlon	Senior Transportation Planner	Will County Board	302 N Chicago St	Joliet	IL	60432
Municipalities	The Honorable	William	Offerman	Village President	Village of Elwood	401 E. Mississippi Avenue	Elwood	IL	60421
Municipalities	Mr.	Nick	Narducci	Village Administrator	Village of Elwood	401 E. Mississippi Avenue	Elwood	IL	60421
Municipalities	Mr.	Max	Bosso	Public Works Director	Village of Elwood	401 E. Mississippi Avenue	Elwood	IL	60421
Kankakee County	the Honorable	Mike	Bossert	County Board Chairman	Kankakee County	189 E. Court Street	Kankakee	IL	60901
Kankakee County	Mr.	Mike	Lamney	Planning Director	Kankakee County	189 E. Court Street	Kankakee	IL	60901
Below are Phone Interviews for ICI Only									
Municipalities	Mrs.	Martha	Coakley	Association President	Lake Dalecarlia	4665 Main Street Lowell	Lowell	IN	46356
Municipalities	The Honorable	Jay	Farquhar	Village President	Village of Monee	5130 W. Court Street	Monee	IL	60449
Municipalities	Mr.	Dave	Wallace	Village Administrator	Village of Monee	5130 W. Court Street	Monee	IL	60449
Municipalities	The Honorable	Vivian	Covington	Mayor	Village of University Park	698 Burnham Drive	University Park	IL	60484
Municipalities	Mr.	LaFayette	Linear	Village Manager	Village of University Park	698 Burnham Drive	University Park	IL	60484
Municipalities	The Honorable	Mike	Einhorn	Village President	Village of Crete	524 W. Exchange Street	Crete	IL	60471
Municipalities	Mr.	Tom	Durkin	Village President	Village of Crete	524 W. Exchange Street	Crete	IL	60471



COUNTIES & MUNICIPALITIES

NAME: _____

ORGANIZATION: _____

POSITION: _____

PHONE: _____

EMAIL: _____

Engineering and Design Questions:

1. What existing or future roadways are critical corridors for your public service operations or economic development?
2. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)?
3. What major existing utilities do you maintain or own and where are they located (this may include watermains, sanitary sewers, detention areas, etc.)
4. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3?
5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments?



COUNTIES & MUNICIPALITIES

Indirect and Cumulative and Direct Impact/Planning Questions:

1. Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans?
 - 1a) If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change?
 - 1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)?
 - 1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development?
2. When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update)?
3. What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources.
3. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands.



COUNTIES & MUNICIPALITIES

4. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning?
5. From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands.
6. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts?
7. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)?
8. One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected?
9. Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption?



COUNTIES & MUNICIPALITIES

10. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies?
11. What do you believe the cumulative effect of major projects will be on your planning area. Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments.
12. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS?
13. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses?
14. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning?
15. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community?
16. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion?



COUNTIES & MUNICIPALITIES

17. Are there areas of your community where public transportation is of particular importance?



COUNTIES & MUNICIPALITIES

NAME: Tony Graff

ORGANIZATION: City of Wilmington IL

POSITION: City Administrator

PHONE: 815-476-2175

EMAIL: tgraff@wilmington-il.com

Engineering and Design Questions:

1. What existing or future roadways are critical corridors for your public service operations or economic development?

IL State Routes 53 (Historic Route 66), 102, 113, 129 & Interstate 55. County Roads include Wilmington-Peotone Road, N. River Road, Widows Road, Old Chicago Road also known as S. Chicago Road. Local Roads are Kankakee Street, S. Arsenal Road, Kankakee River Drive, Lorenzo Road, and Strip Mine Road.

2. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)?

Proposed Trail system linking the Midewin to Wilmington using Boathouse Road and using the COM Ed Easement area for a trail from Kankakee Street to RT 53 then North on RT 53 to Midewin trail system. Utilities are the pipelines in Wilmington i.e.: Enbridge and Buckley pipelines. Environmental features are the Kankakee River, Midewin, Des Plaines Conservation and Game Farm Preserve. Union Pacific Railroad Crossing at N River Road. Water and Sanitary Sewer Mains on RT 53. Widows Road has Water and Sanitary Sewer Mains. Future Water Reservoir being planned north of Widows Road area.

3. What major existing utilities do you maintain or own and where are they located (this may include watermains, sanitary sewers, detention areas, etc.)

16 Inch Water Main on RT 53 from Peotone Road to S Arsenal Road. Sanitary Sewer main line from Peotone Road through Water Edge Subdivision to S. Arsenal Road. 16 inch Watermain & 15 Inch Sanitary Sewer main on Widows Road from the Water Plant area Bob Cat Field to and under I-55. Proposed future water reservoir along Widows Road area by the existing Water Plant Facility also there is a drainage way (creek) near our water plant facility which travels from the west to the Kankakee River just south of the City water plant. The need to improve



COUNTIES & MUNICIPALITIES

and address the truck traffic and pedestrian safety while preserving the character of downtown Wilmington on RT 53 Peotone Road to RT 113.

Furthermore, the City is planning on being a regional surface water (Kankakee River) provider for the Central, South and S/W Will County and S/E Grundy County area. The City would like to request an utility easement within the ILLIAN Corridor to service the communities to the east of Wilmington with potable water supply and the future Peotone Airport region.

4. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3?

Under final engineering design for RT 53 and S Arsenal Road intersection improvements. Under final engineering design for RT 53 and Wilmington – Peotone Road intersection improvements. RT 129 & I-55 interchange was closed for southbound traffic and the final engineering design was under review until the ILLIANA corridor was chosen. Lorenzo Road & I-55 Interchange design is under review. Future connection for Old Chicago Road to RT 102 in Kankakee County which begins at S. Arsenal Road (future proposed by pass for truck to use instead of trucks travelling on RT 102 through Wilmington to connect to RT 53 in our downtown area.

5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments?

Kankakee Street needs to stay open from RT 53 to N River Road. Widows Road needs to stay open. Frontage Roads on both sides of I-55 need to be accessible for our public works crew to travel to the west side of I-55.

Indirect and Cumulative and Direct Impact/Planning Questions:

1. Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans? NO
 - 1a) If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change?
 - 1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)?
 - 1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development?



COUNTIES & MUNICIPALITIES

The opportunity is for a Water Utility Easement within the ILLIAN Corridor to serve communities to the east and the future Peotone Airport area. The City is open to have further discussion about developing and creating a Regional Water District for Wilmington to produce and supply potable water from the Kankakee River. The city has discussed this idea over the last 24 months with neighboring communities and the concept included the ability to produce 30 million gallons of water per day or more.

2. When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update)?

September 2008

3. What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources.

See Wilmington's Impact Study. Furthermore, the major constraint is the federal regulations which prohibit any roadway construction within the Midewin area this push the ILLIANA route south into Wilmington developed housing, downtown business district, Kankakee River crossing. Also, the State law which limits/prohibits roadway construction which would impact the Des Plaines Conservation area.

4. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands.

Midewin, Des Plaines Conservation, Kankakee River, Forked Creek and Will County Forest Preserve property from Kahler Road to Ballou Road.

5. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning?

Without the project the impact of truck traffic through our downtown business area will impact the economic viability along with SAFETY for our citizens. With the ILLIANA it will have a high impact for the economic growth for the RidgePort Logistics Business Park located west of I-55 and Lorenzo Road area.

6. From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands.

Without the ILLIANA our industrial and manufacturing base will be affected and reduce employment opportunities and tax base to the area.

7. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts?



COUNTIES & MUNICIPALITIES

Noise Wall Barriers will be a must for the RT 53 area beginning from Old Chicago to I -55. Reduce reflective lighting...glow effect and implement dark sky lighting.

8. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)?

No Comment at this time.

9. One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected? The higher density is where the current infrastructure exist and is reasonable cost for extending from the core out.
10. Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption?

Still need to hear more information before making a comment about the wetland/floodplain conversion, however as stated in the opportunity section the City believes the ILLIANA offers a great opportunity to plan for a Regional Water District to be served by the Kankakee River and using the ILLIANA for the main truck line to offer the ability for water distribution to the central eastern part of Will County and the Peotone Airport area.



COUNTIES & MUNICIPALITIES

11. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies?

Comp Plan is only a guide...to predict potential growth per the comp plan is driven by market conditions. Base on the current trends and conditions our comp plan will need to be revised...potential growth over the next 20 years will be about 60-80% increase of the current population. The potential for day time population should increase too.

12. What do you believe the cumulative effect of major projects will be on your planning area. Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments.

All the projects will have an economic impact with additional commerce and employment in a positive way as long as the infrastructure for transportation and commerce is improved to meet the demand before the demand over takes the road system and begin to impact the quality of life and other commerce in the area.

13. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS?

See City Impact Analysis report

14. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses?

Potential Impact on Historic Route 66 (RT 53)

15. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning? NO

16. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community?

The major element would be the impact of RT 53 Interchange instead of the Old Chicago Road Interchange. The Old Chicago Road interchange will offer an opportunity to plan a preferred truck route for truck travelling on RT 102 which now travels through Wilmington's Downtown area. If Old Chicago Road was improved which does currently end at RT 102 the trucks would have a preferred truck route to either use the ILLIANA or to continue to S Arsenal Road which will allow them to bypass the City of Wilmington as the trucks travel west on S Arsenal Road to RT 53. One of the most underperforming intersections in this area is RT 53 and RT 102 in Wilmington this concept needs to have further discussion.



COUNTIES & MUNICIPALITIES

17. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion?

The Illiana Corridor will divide the community as it crosses RT 53 to I 55 however, the current plan does allow for traffic patterns to continue for our residents to travel to N River Road and vice versa. The City is open to continue the dialogue relating to maintain community cohesion and if the Corridor Team and Study would provide technical funding assistance to address this challenge Wilmington would take advantage of this type of professional assistance.

18. Are there areas of your community where public transportation is of particular importance? No

19. Are there zoning regulations that will need to be considered/reconsidered with respect to parcel designations when there is the potential for acquisition/impacts? These may include the required parcel size, frontage lengths, setbacks, etc. to meet zoning regulations.

Yes, the City will need to review the impact and is open to suggestions on the appropriate zoning impacts which this type of highway design will impact. Also, the impact of the Corridor to the City owned sports field which is leased by the Bobcat Association (youth football league) which has been in existence for over 20+ years.

20. How would zoning regulations be addressed when the Illiana Corridor has created a non-conforming condition? For example, if a portion of the parcel is acquired and the allowed building coverage now exceeds the maximum building coverage percent allowed by the ordinance, would an exemption be granted? Would rezoning be required if the non-conforming criteria was simply the parcel size?

The City will need to discuss this further; however, any non conforming parcel which is impacted or created by the ILLIANA Corridor would be reviewed on an individual case by case basis. The City will need to work with the property owner as first and foremost as to their objective and preserve their property rights for continued use or for the ILLIANA to acquire the property or modify their plan if necessary. Basically, the City has taken a position of advocating for the property owner and working together to find reasonable solutions if necessary.

21. What is the date of your current zoning map? May 1, 2013

22. Are there currently any active building or construction permits for development in the corridor or area?

Yes, Miken Carthage which is located on the NWC of RT 53 and N River Road under construction. RidgePort Logistics Business Park located west of I 55 and South of Lorenzo Road to RT 129 area. This is a 1500 acre industrial and commercial development project with the potential of 14 million sq ft of building space and is a BNSF rail served piece of property. The I 55 and ILLIANA Interchange along with Lorenzo Road Interchange is directly impacted by the ILLIANA Corridor and the design will need to reflect this impact to allow for this major investment to the region to be sustainable and successful.



COUNTIES & MUNICIPALITIES

Thank you for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: katie.kukielka@illinois.gov



COUNTIES & MUNICIPALITIES

NAME: Michael Bossert

ORGANIZATION: County of Kankakee

POSITION: County Board Chairman

PHONE: (815) 937-3642

EMAIL: mbossert@k3county.net

Engineering and Design Questions:

1. What existing or future roadways are critical corridors for your public service operations or economic development?

U.S Route 45/52, Illinois Route 50, and Illinois Route 1 are the most critical.

2. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)?

No

3. What major existing utilities do you maintain or own and where are they located (this may include watermains, sanitary sewers, detention areas, etc.)

None



COUNTIES & MUNICIPALITIES

4. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3?

No

5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments?

No

Indirect and Cumulative and Direct Impact/Planning Questions:

1. Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans?

Mentioned in text.

- 1a) If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change?

No

- 1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)?



COUNTIES & MUNICIPALITIES

No

1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development?

Increased opportunities for land development and concern that it occur in an orderly, reasonable and proper plan.

2. When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update)?

November, 2005

3. What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources.

County Zoning Ordinance

4. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands.



COUNTIES & MUNICIPALITIES

All of the above.



COUNTIES & MUNICIPALITIES

5. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning?

Without the Illiana, Kankakee County would continue to encounter increasing amounts of commercial traffic throughout the County. With the Illiana, it is hoped that there will be a significant reduction in that commercial traffic. Without the Illiana, there will be increased frequency of resurfacing and rehabilitation of roadways, due to increased numbers of magnitude and axle loadings.

6. From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands.

Minor impact.

7. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts?

No

8. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives



COUNTIES & MUNICIPALITIES

undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)?

Depends on individual circumstances, and mostly is about the impact on farmland market value. No farmland protection initiatives have been implemented.

9. One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected?

There are no higher density development categories in the Kankakee County Comprehensive Plan. Higher density development categories would be in conjunction with urban areas, which are different than Kankakee County.

10. Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption?

No



COUNTIES & MUNICIPALITIES

11. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies?

No estimate at this time.

12. What do you believe the cumulative effect of major projects will be on your planning area. Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments.

Any one of the following projects could influence greater development in the northern tier of townships of Kankakee County: (1) Illiana; (2) South Suburban Airport; and (3) Metra extension to Peotone.

13. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS?

No

14. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses?

No



COUNTIES & MUNICIPALITIES

15. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning?

No

16. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community?

Reduction in an extraordinary volume of commercial truck traffic through Kankakee County, which is consuming the carrying capacity of our east/west arterial and collector highway systems.

17. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion?

No

18. Are there areas of your community where public transportation is of particular importance?

We currently have transit service from Bourbonnais and Manteno to the Metra line at University Park. If Metra service was extended to the Illiana corridor, this would make that service much easier to provide.



COUNTIES & MUNICIPALITIES

19. Are there zoning regulations that will need to be considered/reconsidered with respect to parcel designations when there is the potential for acquisition/impacts? These may include the required parcel size, frontage lengths, setbacks, etc. to meet zoning regulations.

No

20. How would zoning regulations be addressed when the Illiana Corridor has created a non-conforming condition? For example, if a portion of the parcel is acquired and the allowed building coverage now exceeds the maximum building coverage percent allowed by the ordinance, would an exemption be granted? Would rezoning be required if the non-conforming criteria was simply the parcel size?

Does not apply

21. What is the date of your current zoning map?

March, 2013.

22. Are there currently any active building or construction permits for development in the corridor or area?

No



COUNTIES & MUNICIPALITIES

Thank you for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: katie.kukielka@illinois.gov



COUNTIES & MUNICIPALITIES

NAME: Mike Mucha

ORGANIZATION: Lake Dalecarlia Property Owners Association

POSITION: _____

PHONE: 219-712-9609

EMAIL: mjm@airbaud.net

Engineering and Design Questions:

1. What existing or future roadways are critical corridors for your public service operations or economic development? [Parrish Ave; Cline Ave; Morse St; Mount St; Hendricks St/Holtz Rd](#)
2. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)? [Cedar Creek](#)
3. What major existing utilities do you maintain or own and where are they located (this may include watermain, sanitary sewers, detention areas, etc.) [None directly, community serviced by Lake Dalecarlia Regional Waste District; however, plant and all service lines are north of Corridor B3.](#)
4. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3? [None](#)
5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments? [None under Lake Dalecarlia POA jurisdiction](#)



COUNTIES & MUNICIPALITIES

Indirect and Cumulative and Direct Impact/Planning Questions:

1. Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans? **No**
 - 1a) If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change?
 - 1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)?
 - 1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development? **Non community focused service and retail development at/near the Illiana Corridor proposed interchanges, in what is currently residential and agricultural land.**
2. When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update)? **N/A**
3. What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources. **The community of Lake Dalecarlia limits development to single-family residences only.**
4. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands. **Cedar Creek which is vital to the preservation and level control of Lake Dalecarlia; Shoreline along Cedar Creek that may provide for future nature trail development; Freedom Park**



COUNTIES & MUNICIPALITIES

5. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning? Without the Illiana Corridor existing north-south throughways into the Town of Lowell would be preserved without the need for under/over pass development and without the risk of road closures due to significant rain events flooding such underpasses.
6. From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands. The Illiana Corridor creates an unnatural segregation in the following ways: (1) Severs the rural residential developments, existing wetlands, agricultural areas and grasslands; (2) Limits the natural movement of wildlife through the area; (3) Divides the Community of Lake Dalecarlia and the residential developments immediately to the south from the established commercial corridor of downtown Lowell, on which these residential communities rely, which would undermine the current community cohesion across this large rural area.
7. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts? There are several design characteristics that can and should be integrated into the Illiana Corridor development site and include: 1) Noise impact as we are a 4-seasons recreational lake community (employing solutions that mitigate impact on the year around activities on the lake and in our community even if the Federal Hwy guidelines do not mandate noise barrier systems for this project). 2) Light pollution, if hwy illumination is planned for this roadway, which may stem from the use of traditional non-shielded cobra-head fixtures and multi-fixture high-mast towers. There are “dark skies” alternatives available to address proper illumination while greatly reducing sky glow and general light pollution. Many of these alternatives run at a lower wattage which in turn reduces energy consumption and operating cost. 3) Adequate wildlife crossings to support a maintained level of deer habitat and to promote a proper ecological balance in our area. 4) Protecting the Cedar Creek frontage in a natural configuration with appropriate vegetation to mask the highway. The Cedar Creek corridor is being considered for canoeing and a biking/hiking trail with the area just south of our Community building potentially serving as a trailhead. We have already begun a trail area that fronts the Creek as it leaves Lake Dalecarlia.
8. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)? The general attitude of the farming and rural residential communities is that development is not desirable. Those who live in these



COUNTIES & MUNICIPALITIES

areas do so for several reasons: their farming livelihood, a simpler way of life, to separate themselves from the more densely populated and developed communities to the north (where many work), to escape pollution (light, noise, air, ground)

9. One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected? [The current densities of the Community of Lake Dalecarlia date back over 80 years when the development was first established and have remained at the same basic level of density since.](#)
10. Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption? [For the Community of Lake Dalecarlia the areas of impact are the need to ensure continued uninterrupted flow of Cedar Creek into which Lake Dalecarlia flows; prevention of groundwater contamination as the entire community is served via individual wells; increased fuel consumption that would result if any of the north-south roads were no longer throughways under or over the Illiana corridor.](#)
11. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies? [The Community of Lake Dalecarlia is at 90% residential build-out and would most likely remain around that number as the number of new homes added to vacant parcels is off-set by the number of vacant parcels that are integrated into existing developed home sites. In addition, the majority of development is the reconstruction of existing homesites.](#)
12. What do you believe the cumulative effect of major projects will be on your planning area. Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments. [The Illiana corridor and proposed South Suburban airport will have a combined negative effect on the current rural structure of the area surrounding the Community of Lake Dalecarlia through an increase in through-traffic, air pollution, noise pollution \(both from the vehicular/truck traffic and potential flight paths\). Commuter rail extensions may provide public transportation alternatives that would lower commuter traffic and the resulting pollution but which may spawn increased rural development/urban sprawl as more professionals find it easier to live a greater distance from their workplace, offsetting many of the environmental gains.](#)



COUNTIES & MUNICIPALITIES

13. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS? [None](#)
14. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses? [None directly within the Community of Lake Dalecarlia](#)
15. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning? [No](#)
16. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community? [As a residential community, the impacts to Lake Dalecarlia are quality of life issues \(air, noise, light, water pollution; wildlife and natural resource effects\) and a sense of loss in community cohesion with the commercial and non-commercial lands to the south leading into the Town of Lowell. Given these types of impacts, the types of solutions described in the question #7 response are critical to mitigating these impacts.](#)
17. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion? [See response in question #6 above. In general, a highway cutting through a community, town, etc, regardless of whether it is rural or urban in nature, will result in a separated community, even if all existing roads were maintained as throughways via under/over passes. This effect is evident in communities across the country and is difficult to mitigate due to the awkward division that such a roadway creates.](#)
18. Are there areas of your community where public transportation is of particular importance? [No](#)



COUNTIES & MUNICIPALITIES

19. Are there zoning regulations that will need to be considered/reconsidered with respect to parcel designations when there is the potential for acquisition/impacts? These may include the required parcel size, frontage lengths, setbacks, etc. to meet zoning regulations. [No](#)
20. How would zoning regulations be addressed when the Illiana Corridor has created a non-conforming condition? For example, if a portion of the parcel is acquired and the allowed building coverage now exceeds the maximum building coverage percent allowed by the ordinance, would an exemption be granted? Would rezoning be required if the non-conforming criteria was simply the parcel size? [N/A within the Community of Lake Dalecarlia](#)
21. What is the date of your current zoning map? [Zoning for development within the Community of Lake Dalecarlia falls under the jurisdiction of Lake County](#)
22. Are there currently any active building or construction permits for development in the corridor or area? [N/A to the Community of Lake Dalecarlia](#)

Thank you for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: katie.kukielka@illinois.gov



COUNTIES & MUNICIPALITIES

NAME: James M Mandon, PE

ORGANIZATION: Town of Lowell

POSITION: Town Planner

PHONE: 219-781-2786

EMAIL: jmandon@msn.com

Engineering and Design Questions:

1. What existing or future roadways are critical corridors for your public service operations or economic development? Parrish, Cline, Morse, Mount, and Holtz.
2. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)? Yes, the Town of Lowell provides sanitary sewage treatment to Cedar Lake. Approximately 2,700 feet east of Morse along the selected alignment for the Illiana Expressway, there is a 30" reinforced concrete pipe which crosses under the current alignment.
3. What major existing utilities do you maintain or own and where are they located (this may include watermain, sanitary sewers, detention areas, etc.) See #2.
4. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3? There have been no recent major improvements to the north-south streets mentioned in #1 above. There are no plans available for future improvements. Are the anticipated grade separations going to accommodate future widening which may take place?



COUNTIES & MUNICIPALITIES

5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments? Grade separations at Parrish, Mount, and Holtz will result in increased ice and snow control on the overpasses. Frontage roads at White Oak and Marshall will add overall maintenance cost to the town once these areas are annexed.

Indirect and Cumulative and Direct Impact/Planning Questions:

1. Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans? It is shown in the annexation study which is in the draft stage. The current adopted master plan is confined to the existing municipality. The annexation study, including anticipated future land use for the areas outside the current town boundary is expected to be adopted by June 30.
 - 1a) If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change?
 - 1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)?
 - 1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development?
2. When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update)? The plan was adopted approximately 2 years ago, while the future land use map will be adopted in June, 2013.
3. What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources. Unknown.



COUNTIES & MUNICIPALITIES

4. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands. Much of the undeveloped areas adjacent to the Illiana Expressway are expected to be developed rural residential and large lot residential. As such, issue like noise attenuation, screening and decorative hardscape will be necessary to address to reduce negative impacts.
5. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning? In between arterials as development occurred, additional collectors and locals would have been required by the town to minimized congestion and to permit multiple access routes to land uses in the area adjacent to the Corridor. These secondary accesses will not be permitted due to the Illiana. That's why it would be wise to build the grade separations wider than current lane configurations, so this future congestion can be mitigated by add additional capacity.
6. From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands. The Illiana Corridor imposes an artificial barrier to continued consistent contiguous growth. It will fragment future neighborhoods and prevent continued coordinated growth.
7. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts? See #4.
8. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)? Not in a position to answer.



COUNTIES & MUNICIPALITIES

9. One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected? Land Use Plan did not include these areas yet.

10. Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption? I don't think so.



COUNTIES & MUNICIPALITIES

11. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies? Don't understand the question.
12. What do you believe the cumulative effect of major projects will be on your planning area. Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments. Unknown.
13. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS? No.
14. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses? It places a practical limitation on the eventual northern limit for future annexations, and probably establishes the location where the corporate limits of Lowell and Cedar Lake will meet.
15. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning? Not that I am aware of.
16. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community? Certainly the interchange at US41 and SR55 offers additional economic development opportunities. Most critical from a traffic standpoint is that the grade separations should be expandable as discussed earlier. From a land use standpoint, since most of the uses along the route will be residential, buffering the negative impacts, light, noise, drainage issues, aesthetics, etc. are the most critical elements.



COUNTIES & MUNICIPALITIES

17. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion? Future areas, but not current neighborhoods. If Parrish to Holtz are kept open then there will be no obvious separations.
18. Are there areas of your community where public transportation is of particular importance? No
19. Are there zoning regulations that will need to be considered/reconsidered with respect to parcel designations when there is the potential for acquisition/impacts? These may include the required parcel size, frontage lengths, setbacks, etc. to meet zoning regulations. Unknown.
20. How would zoning regulations be addressed when the Illiana Corridor has created a non-conforming condition? For example, if a portion of the parcel is acquired and the allowed building coverage now exceeds the maximum building coverage percent allowed by the ordinance, would an exemption be granted? Would rezoning be required if the non-conforming criteria was simply the parcel size? Most of the parcels along the route are sizable and either undeveloped or underdeveloped, and currently all are outside of the town's jurisdiction. If these areas were annexed, they would be developed in a way as to not require variances. If there is an existing use on a small lot, which is marginalized by the Illiana, then the site would be a perfect candidate for a variance.
21. What is the date of your current zoning map? New map expected to be adopted in June, 2013. It does not include any of the adjacent properties to the Corridor, since this area is unincorporated.
22. Are there currently any active building or construction permits for development in the corridor or area? Unknown, would have to contact Lake County.



COUNTIES & MUNICIPALITIES

Thank you for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: katie.kukielka@illinois.gov



COUNTIES & MUNICIPALITIES

NAME: MIKE ELNHORN

ORGANIZATION: VILLAGE OF CRETE

POSITION: VILLAGE PRESIDENT

PHONE: 708-672-5431

EMAIL: MEINHORN@VILLAGEOFCRETE.ORG

Engineering and Design Questions:

1. What existing or future roadways are critical corridors for your public service operations or economic development?
231-109TH ST./EXCHANGE/NEW MONROE CORRIDOR
CROWN POINT TO MONROE FOR SURFACE TRAFFIC
2. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)?
NO
3. What major existing utilities do you maintain or own and where are they located (this may include watermain, sanitary sewers, detention areas, etc.)
NONE
4. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3?
NO
5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments?
NO



COUNTIES & MUNICIPALITIES

Indirect and Cumulative and Direct Impact/Planning Questions:

1. Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans? *NO*
 - 1a) If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change?
 - 1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)?
 - 1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development?
2. When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update)?
1997
3. What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources.
4. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands.

ALL BUT HISTORIC STRUCTURES

COUNTIES & MUNICIPALITIES

5. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning?

SEE NO LOCAL AFFECT WITH THE EXCEPTION OF MORE N-S TRUCK TRAFFIC
LOCAL TRAFFIC IS PRIMARILY CARS.

6. From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands.

POTENTIAL FOR LEAP-FROG DEV. BY MILES. THIS WILL BE CLOSER
E-W ACCESS TO SOUTHERN DESTINATIONS NOT AN EFFECTIVE BY-PASS
FOR LOCAL TRAFFIC.

7. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts?

NO

8. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)?

N/A.

9. One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected?

BY COMMUNITY INPUT DURING THE PROCESS & DESIRE TO PLAN GROWTH

10. Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption?

NO NO IS CURE

COUNTIES & MUNICIPALITIES

11. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies?

RIGHT NOW I WOULD SAY MARKET DEMAND.

12. What do you believe the cumulative effect of major projects will be on your planning area. Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments.

ILLIANA - NO EFFECT

SSA - IN AUGMENT - MINIMAL & GRADUAL - ULTIMATE - MORE TRAFFIC

METRA SEP - MORE RESIDENTIAL GROWTH & TRAFFIC

HSR - NO EFFECT

13. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS?

NOT AT THIS TIME

14. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses?

NO

15. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning?

YES

16. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community?

NONE - IT IS TOO FAR SOUTH TO PROVIDE BENEFIT THIS AREA

NO.

17. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion?

NO



COUNTIES & MUNICIPALITIES

18. Are there areas of your community where public transportation is of particular importance?

No

19. Are there zoning regulations that will need to be considered/reconsidered with respect to parcel designations when there is the potential for acquisition/impacts? These may include the required parcel size, frontage lengths, setbacks, etc. to meet zoning regulations.

N/A

20. How would zoning regulations be addressed when the Illiana Corridor has created a non-conforming condition? For example, if a portion of the parcel is acquired and the allowed building coverage now exceeds the maximum building coverage percent allowed by the ordinance, would an exemption be granted? Would rezoning be required if the non-conforming criteria was simply the parcel size?

N/A

21. What is the date of your current zoning map? *MARCH 2013*

22. Are there currently any active building or construction permits for development in the corridor or area?

No

Thank you for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: katie.kukielka@illinois.gov



COUNTIES & MUNICIPALITIES

NAME: James Doyle

ORGANIZATION: Village of Manhattan

POSITION: Mayor

PHONE: (815) 418-2100

EMAIL: mayor@villageofmanhattan.org

Engineering and Design Questions:

1. What existing or future roadways are critical corridors for your public service operations or economic development? Route 52, Cedar Road and Gougar Road. These three roadway corridors will be critical links between the Village of Manhattan and the Illiana Expressway. All of these roadways also run the entire length of the County north to south and provides a link to Interstate 355 and points north.
2. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)? Currently, the Wauponsee Glacial Trail will cross the Illiana Corridor. As the Village develops into the future, utility crossings will be necessary to service any growth south of the Illiana Corridor.
3. What major existing utilities do you maintain or own and where are they located (this may include watermains, sanitary sewers, detention areas, etc.) None currently in the vicinity of the Illiana Corridor.
4. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3? Gougar Road would eventually be a Village owned roadway as it expands into the future.



COUNTIES & MUNICIPALITIES

5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments? The Village supports overpasses at as many locations as possible in lieu of road closures. With the lack of north-south access through Will County because of the 9 mile wide Midewin Tallgrass Prairie and the 6 mile wide proposed South Suburban Airport, all opportunities to prevent road closures should be investigated. With these two obstacles, all north-south traffic in the County will be funneled to a 12 mile wide area. As this 12 mile wide area develops into the future, north-south traffic patterns will be impeded due to any road closures.

Indirect and Cumulative and Direct Impact/Planning Questions:

1. Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans? No, but the Village is planning to add it to our plan.
 - 1a) If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change? N/A
 - 1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)? N/A
 - 1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development? The Village hopes to see more economic development opportunities adjacent to the interchanges that are in our planning jurisdiction. The main concerns are noted in question #5 above regarding road closures.
2. When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update)? 2008. We plan to update soon.
3. What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources. Creek Preservation Plans, Local design ordinances.



COUNTIES & MUNICIPALITIES

4. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands. The Village currently identifies most of Wilton Township as farmland in the near future. When the Village develops adjacent to creeks or streams, buffers are put into place to protect the wetlands and floodplains.
5. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning? With the Illiana project, the Village will ultimately need to expand Gougar Road, encourage the State to expand U.S. Route 52 and encourage Will County to expand Cedar Road.
6. From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands. Without the Illiana project, a majority of the area in the southern portion of Manhattan's planning jurisdiction would probably remain agricultural. If the highway is built, there will not only be more opportunities for commercial, retail and industrial development adjacent to the interchanges, but it would also make the economic development opportunities of the southern part of the existing Village more attractive.
7. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts? Any significant residential areas directly adjacent to the highway should have sound barriers. Also, a unique architectural theme should be adopted for the highway to give the region an identity as you are driving through.
8. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)? There have not been any specific farmland protection initiatives in the Village. The Village is sensitive to the rights of farmers with



COUNTIES & MUNICIPALITIES

respect to future development. Drainage patterns and creek preservation are important priorities for the Village.

9. One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected? Generally, the higher densities in our land use plan are located near our downtown. The Village does have a provision for conservation design in the land use plan which preserves natural features of a site and condenses development into certain areas.
10. Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption? Obviously, any floodplains or wetlands affected by the Illiana would need to be mitigated.
11. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies? Our Land Use Plan consists of 72 square miles. Because of the size of the area, a full build out date has not been identified.
12. What do you believe the cumulative effect of major projects will be on your planning area. Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments. The cumulative effect of these projects would be positive for the Village of Manhattan in the increased economic development potential we would see. A negative affect would be increased traffic. It will be critical to upgrade and widen existing roadways such as Route 52, Cedar Road and Manhattan-Monee Road in response to these projects.
13. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS? No additional comments aside from the above answers.



COUNTIES & MUNICIPALITIES

14. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses? The location of the Illiana would impact the existing agricultural designations in our land use plan.
15. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning? Smith Road/Route 52 intersection improvements – STP Funding; Bruns Road reconstruction – STP funding; North Street improvements – IDOT funding
16. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community? Increased traffic from the Illiana would create more opportunities for shopping in the Village and other use of services. Residents would be benefited with easier opportunities for travel to I-57, I-55 and points east.
17. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion? The Illiana would not separate existing parts of the community. See question number 5 under the engineering and design questions.
18. Are there areas of your community where public transportation is of particular importance? There is currently a Metra Station in the downtown.
19. Are there zoning regulations that will need to be considered/reconsidered with respect to parcel designations when there is the potential for acquisition/impacts? These may include the required parcel size, frontage lengths, setbacks, etc. to meet zoning regulations. There are not currently any existing Village zoned structures or parcels impacted by the Illiana.



COUNTIES & MUNICIPALITIES

20. How would zoning regulations be addressed when the Illiana Corridor has created a non-conforming condition? For example, if a portion of the parcel is acquired and the allowed building coverage now exceeds the maximum building coverage percent allowed by the ordinance, would an exemption be granted? Would rezoning be required if the non-conforming criteria was simply the parcel size? There are not currently any existing Village zoned structures or parcels impacted by the Illiana.

21. What is the date of your current zoning map? 2013

22. Are there currently any active building or construction permits for development in the corridor or area? No

Thank you for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: katie.kukielka@illinois.gov



COUNTIES & MUNICIPALITIES

NAME: George Gray

ORGANIZATION: Village of Peotone

POSITION: Village Administrator

PHONE: 708-258-3279

EMAIL: admin@villageofpeotone.com

Engineering and Design Questions:

1. What existing or future roadways are critical corridors for your public service operations or economic development? **I-57, Il. Rt. 50, Wilmington Road, 80th Avenue, Beecher Road, Ridgeland Avenue, Will Center Road, Drecksler Road, Kennedy Avenue, Joliet Road.**
2. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)? **Other uses that immediately impact the Village are drainage structures (including farm tiles), creeks and waterways, the abandoned rail road right of way owned by the Village, and the ability to provide for future water and sewer access to both sides of the Illiana.**
3. What major existing utilities do you maintain or own and where are they located (this may include watermains, sanitary sewers, detention areas, etc.) **Public water supply and distribution, sanitary sewer collection and treatment. Except for the Wastewater Treatment Plant located on Drecksler Road, all water and sewer facilities are located within the Village limits. Also, a stormwater detention area is located south of the existing I-57/Wilmington Road interchange.**
4. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3? **The development of a Transportation Plan is a component of the ongoing Comprehensive Plan update. Roadways anticipated to intersect and be impacted by the Illiana include IL Rt. 50, Rathje Road, Ridgeland Avenue, and 80th Avenue.**



COUNTIES & MUNICIPALITIES

5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments? **It may create issues at the existing I-57/Wilmington Road interchange regarding the utilization of Oriole Drive and also stormwater detention discussed earlier. Changes to the 80th Avenue alignment may impact use/development of that area. Closure of Ridgeland Avenue could divert traffic up Drecksler Avenue to Il Rt. 50, and then east on Corning Avenue, a rural road.**

Indirect and Cumulative and Direct Impact/Planning Questions:

1. Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans? **No.**
 - 1a) If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change? **N/A**
 - 1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)? **N/A**
 - 1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development? **Controlled growth, preservation of natural resources, ability to plan and hold for best land uses for parcels, control freight dependent uses.**
2. When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update)? **Last amended March, 2009. An update is underway.**
3. What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources. **Federal and State laws, Peotone Comprehensive Plan, Utility Master Plans, Zoning Code, Subdivision Code, Building Codes, Flood Hazard Codes, and business regulations. Also, the Will County Stormwater Control Ordinance and respective regional Drainage District regulations.**



COUNTIES & MUNICIPALITIES

4. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands. **Farmland, floodways and wetlands, Historic Downtown District, Peotone Park District lands, Peotone School District 207U lands, Will County Fairgrounds, Village owned abandoned railroad right of way property, and Village utilities.**
5. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning? **An interchange at Il Rt. 50 will aid traffic management at the Il Rt. 50/Wilmington Road intersection as well as divert heavy truck traffic from Wilmington Road and Rt. 50 through the Village.**
6. From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands. **The existing Comprehensive Plan denotes a variety of land uses along the corridor: moderate density residential, Transit Oriented Development, and Highway Commercial. The Comprehensive Plan incorporates density bonuses for developments that preserve/establish wooded areas with intersecting trails. Wildlife and greenspace corridors should be preserved or established. Recreational trails should be incorporated into the corridor design, as well as recreational opportunities from "borrow pits". Leap-frog and spot development should be controlled by county and municipal regulations requiring growth in or near municipalities. The extension of private utilities into unincorporated areas should be restricted as they promote scattered development.**
7. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts? **Lighting controls and noise barriers should be installed when the roadway is in close proximity to existing residential uses (Gull Landing subdivision and individual farm homes).**
8. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation



COUNTIES & MUNICIPALITIES

districts (taxed only as farmland—not for its future development potential)? **Development depends on individual circumstances determined by the property owner.**

9. One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected? **Higher densities were established close to transportation arteries and proposed transit oriented development.**
10. Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption? **Purely as a roadway, no. Municipal impacts would be a function of development and uses.**
11. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies? **Our current Comprehensive Plan addresses an area several miles outside the corporate limits. Based on market demand and growth policies, we do not expect to see full build out for decades.**
12. What do you believe the cumulative effect of major projects will be on your planning area. Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments. **We do not expect high speed rail to impact the Village. However, the remaining projects listed will significantly impact the Village. Transportation, utilities, and land use will see major impacts from the cumulative effect of these projects. Many of the impacts could be addressed through the combined efforts of the Eastern Will County communities in a Development District.**
13. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS? **No.**



COUNTIES & MUNICIPALITIES

14. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses? **No.**
15. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning? **The Village has received a \$75,000 Ike Grant to fund an update to our Comprehensive Plan. The Village is ready to sign the contracts for this work.**
16. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community? **Critical elements include the Rt. 50 interchange, any modifications to the existing I-57/Wilmington Road interchange, appropriate overpasses for public safety, and reducing agricultural impacts. Also important is installation during construction of appropriate structures to extend utilities to both sides of the Illiana via carrier pipes or overpass/interchange design.**
17. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion? **None within corporate limits.**
18. Are there areas of your community where public transportation is of particular importance? **Public transportation is not available.**
19. Are there zoning regulations that will need to be considered/reconsidered with respect to parcel designations when there is the potential for acquisition/impacts? These may include the required parcel size, frontage lengths, setbacks, etc. to meet zoning regulations. **N/A. County jurisdiction.**



COUNTIES & MUNICIPALITIES

20. How would zoning regulations be addressed when the Illiana Corridor has created a non-conforming condition? For example, if a portion of the parcel is acquired and the allowed building coverage now exceeds the maximum building coverage percent allowed by the ordinance, would an exemption be granted? Would rezoning be required if the non-conforming criteria was simply the parcel size? **N/A**

21. What is the date of your current zoning map? **2013**

22. Are there currently any active building or construction permits for development in the corridor or area? **No.**

Thank you for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: katie.kukielka@illinois.gov



COUNTIES & MUNICIPALITIES

NAME: Vivian E. Covington

ORGANIZATION: Village of University Park

POSITION: Mayor, Village of University Park

PHONE: 708-473-8156

EMAIL: vcovington@university-park-il.com

Engineering and Design Questions:

1. What existing or future roadways are critical corridors for your public service operations or economic development? ***According to the Village's comprehensive plan, roadways in question are: I-355 extension complete; interstate 57 at Stunkel Road; Cicero Ave. from Steger Rd. to Crete Monee Rd.; Governor's Highway; Dralle Road; Blackhawk Drive – all within the corporate boundaries of University Park***
2. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)? ***No. Corridor B3 is not within the Village of University Park's corporate boundaries.***
3. What major existing utilities do you maintain or own and where are they located (this may include watermains, sanitary sewers, detention areas, etc.). ***The Village of University Park owns and maintains its storm sewers located within the Village's corporate boundaries. Other water-related infrastructure is maintained and owned by Aqua – which bills the Village accordingly.***
4. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3? ***No.***
5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments? ***No.***



COUNTIES & MUNICIPALITIES

Indirect and Cumulative and Direct Impact/Planning Questions:

1. Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans? **Not Applicable**
 - 1a) If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change? **Not Applicable**
 - 1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)? **Not Applicable**
 - 1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development? **Not Applicable**
2. When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update)?
The current Comprehensive Plan was updated May 2007, and is currently under consideration for updating via a DCEO IKE Planning Grant pending.
3. What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources. **None. Not Applicable**
4. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands. **The Village plans to preserve its wetlands, parks, and any open space deemed beneficial as open lands.**



COUNTIES & MUNICIPALITIES

5. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning? **Not Applicable. Because the current preferred alternate B3 is outside the Village's corporate boundaries.**
6. From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands. **Applicable. Because the current preferred alternate B3 is outside the Village's corporate boundaries.**
7. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts? **None.**
8. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)? **There is no farming community. Not applicable.**
9. One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected? **Not applicable.**
10. Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption? **Not Applicable. Does not impact University Park corporate boundaries.**



COUNTIES & MUNICIPALITIES

11. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies? ***Full build out year 2030. The build out is based on both market demand and implementation of desired growth policies.***
12. What do you believe the cumulative effect of major projects will be on your planning area. Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments. ***The successes of these projects will improve quality of life for regional residents – as well as the residents of University Park - by bringing in additional jobs and revitalizing the area. These initiatives are all part of the CMAP GO-TO 2040 plan which the Village of University Park strongly support. Therefore, these initiatives improve access to the Village that will enhance future development expansion.***
13. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS? ***Not Applicable. Based on the preferred alternate B3 not impacting the Village of University Park.***
14. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses? ***Not Applicable***
15. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning? ***DECEO IKE Planning Grant is pending regarding a comprehensive planning effort to include hazard mitigation and disaster recovery inclusive within the comprehensive plan document. STP funding (State Transportation Program) being utilized for the reconstruction of University Parkway from Central Avenue to Cicero Avenue. Safe Routes to School (State Funding) utilized for sidewalk improvements and replacement as well as improvements to a pedestrian bridge. CMAQ (Congestion Mitigation Air Quality funding) from State to install bike paths from Steger Road to University Parkway.***



COUNTIES & MUNICIPALITIES

16. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community? ***Job Creation and enhanced community and economic development***
17. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion? ***Access points from Illiana Expressway to major arterials through University Park. More access points off Illiana Expressway - going through the Village - will bring more traffic. The more connections to the Village - the better. One major consideration is Governors State University located within the Village of University Park. The University has been recently established as a four-year education institution. Therefore, better access roads into the community would improve traffic flow.***
18. Are there areas of your community where public transportation is of particular importance? ***Surrounding the University as noted in item 17; and the industrial park (near I-57 and Stunkel Road) where the major employers are located.***
19. Are there zoning regulations that will need to be considered/reconsidered with respect to parcel designations when there is the potential for acquisition/impacts? These may include the required parcel size, frontage lengths, setbacks, etc. to meet zoning regulations. ***Not Applicable. Because the preferred alternate B3 does not impact University Park.***
20. How would zoning regulations be addressed when the Illiana Corridor has created a non-conforming condition? For example, if a portion of the parcel is acquired and the allowed building coverage now exceeds the maximum building coverage percent allowed by the ordinance, would an exemption be granted? Would rezoning be required if the non-conforming criteria was simply the parcel size? ***Not Applicable. Because the preferred alternate B3 does not impact University Park.***



COUNTIES & MUNICIPALITIES

21. What is the date of your current zoning map? **Updated April 13, 2013**

22. Are there currently any active building or construction permits for development in the corridor or area? **Not Applicable. Outside the corridor.**

Thank you for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: katie.kukielka@illinois.gov

Stakeholder Ty	Prefix	First Name	Last Name	Title	Affiliation	Address1	City	State	Zip Code
Fire	Mr.	Dan	Forsythe	Chief	Manhattan Fire Protection District (Wilton)	100 Park Road	Manhattan	IL	60442
Fire	Mr.	William	Schreiber	Chief	Peotone Fire Protection District	7550 W. Joliet Rd.	Peotone	IL	60468
Fire	Mr.	Ryan	Kennedy	Chief	Lake Dalecarlia Fire Department	6000 Main St.	Lowell	IN	46356
Fire				Chief	Schneider Volunteer Fire Department (West Creek)	9607 W 238th ST	Schneider	IN	46376
Fire	Mr.	Todd	Wilkening	Chief	Cedar Lake Fire Department	9400 W 133rd Ave.	Cedar Lake	IN	46303
Fire	Mr.	John	Carr	President	Will County Fire Protection District	8815 West 123rd Street	Palos Park	IL	60464
Fire	Mr.	Tim	Zlomie	Chief	Wilmington Fire Protection District (Symerton)	501 N. Water Street	Wilmington	IL	60481
Fire	Mr.	David	Lagesse	Chief	Beecher Fire Protection District	711 Penfield Street	Beecher	IL	60401
Fire	Mr.	Ryan	Kennedy	Chief	Lake Dalecarlia Fire Department	6000 Main St.	Lowell	IN	46356
Fire	Mr.	Clint	Gorball	Chief	Lowell Volunteer Fire Department, Inc (Cedar & Eagle Creek)	1331 E. Commercial Ave.	Lowell	IN	46356
Fire				Chief	Schneider Volunteer Fire Department (West Creek)	9607 W 238th ST	Schneider	IN	46376
Fire	Mr.	Todd	Wilkening	Fire Chief/EMT	Cedar Lake Fire Department	9400 W 133rd Ave.	Cedar Lake	IN	46303
Fire	Mr.	Nick	Mager	Assistant Chief/EMT	Cedar Lake Fire Department	9400 W 133rd Ave.	Cedar Lake	IN	46303
Hospital	Mr.	Kevin	Hack	Ambulance Services	Riverside Medical Center	350 N. Wall Street	Kankakee	IL	60901
Hospitals		Rob	Dowling	Manager	St. Anthony Medical Center	1201 South Main Street	Crown Point	IN	46307
Hospitals	Mr.	Paul	Pawlak	President & CEO	Siver Cross Hospital	1900 Silver Cross Boulevard	New Lenox	IL	60451
Hospitals				Board of Directors?	Provena: St. Joseph Medical Center-Channahon	27025 West Eames Street	Channahon	IL	60410
Hospitals		Seth	Warren	CEO	Franciscan: St. James Health - Chicago Heights	1423 Chicago Road	Chicago Heights	IL	60411
Hospitals	Mr.	Dexter	Arrington	President	Franciscan: St. James Health - Olympia Fields	20201 South Crawford Avenue	Olympia Fields	IL	60461
Hospitals		Rob	Dowling	Manager	St. Anthony Medical Center	1201 South Main Street	Crown Point	IN	46307
Police	Chief	Bill	Mort	Police Chief	Peotone Police Department	208 East Main Street	Peotone	IL	60417
Police	Chief	Bill	Mort	Police Chief	Peotone Police Department (Wilton)	208 East Main Street	Peotone	IL	60417
Police	Commander	Bridget M.	Bertrand	Commander	Illinois State Police	16648 S. Broadway Street	Lockport	IL	60441
Police	Mr.	Justin	Geier	Sergeant	Illinois State Police	16648 S. Broadway Street	Lockport	IL	60441
Police	Mr.	Scott	Tokach	Assistant Chief	Lowell Police Department	1333 East Commercial Ave.	Lowell	IN	46356
Police	Marshall	Robert	Marine	Town Marshall	Schneider Police Department (West Creek)	23800 Parrish Ave	Schneider	IN	46376
Police	Mr.	Bob	Forfell	Police Chief Representative	Cedar Lake Police	7408 Constitution Avenue	Cedar Lake	IN	46303
Police	Mr.	Dan	Murchek	Deputy Chief of Police	Lake County Indiana Sheriff Department	2293 N. Main Street.	Crown Point	IN	46307
Police	Sheriff	Paul	Kaupas	Sheriff	Will County Sheriff Department	14 W. Jefferson Street	Joliet	IL	60432
Police		Marty	Nowak		Will County Sheriff Department	14 W. Jefferson Street	Joliet	IL	60432
Police	Chief	Darin	Plotts	Police Chief	Wilmington Police Department	120 N. Main Street	Wilmington	IL	60481
Police	Mr.	Justin	Geier	Sergeant	Illinois State Police	16648 S. Broadway Street	Lockport	IL	60441
Police	Chief	Jeffrey	Weissgerber	Police Chief	Beecher Police Department	724 Penfield St	Beecher	IL	60401
Police	Mr.	Justin	Geier	Sergeant	Illinois State Police	16648 S. Broadway Street	Lockport	IL	60441
Police	Mr.	Scott	Tokach	Chief (retiring)	Lowell Police Department	1333 East Commercial Ave.	Lowell	IN	46356
Police	Mr.	Erik	Matson	Assistant Chief	Lowell Police Department	1333 East Commercial Ave.	Lowell	IN	46356
Police	Marshall	Robert	Marine	Town Marshall	Schneider Police Department (West Creek)	23800 Parrish Ave	Schneider	IN	46376
Police	Mr.	Gerald "Jerry"	Smith	Police Chief Representative	Cedar Lake Police	7408 Constitution Avenue	Cedar Lake	IN	46303
Police	Mr.	Dan	Murchek	Deputy Chief of Police	Lake County Indiana Sheriff Department	2293 N. Main Street.	Crown Point	IN	46307
Police	Mr.	Bill	Paterson	Asst? Deputy Chief of Police	Lake County Indiana Sheriff Department	2293 N. Main Street.	Crown Point	IN	46307
Schools	Mr.	George	Obradovich	Superintendent - Interim	Peotone School District 207U	605 W. North St.	Peotone	IL	60468
Schools	Dr.	Mike	Cholson	Business Manager	Peotone School District 207U	605 W. North St.	Peotone	IL	60468
Schools	Ms.	Barb	Rizzo	Director of Transportation	Peotone School District 207U	605 W. North St.	Peotone	IL	60468
Schools	Ms.	Debra	Howe	Superintendent	Tri-Creek School Corporation (Cedar Creek)	195 West Oakley Avenue	Lowell	IN	46356
Schools	Ms.	Debra	Howe	Superintendent	Tri-Creek School Corporation (Eagle Creek)	195 West Oakley Avenue	Lowell	IN	46356

Schools	Ms.	Debra	Howe	Superintendent	Tri-Creek School Corporation (Lowell)	195 West Oakley Avenue	Lowell	IN	46356
Schools	Ms.	Debra	Howe	Superintendent	Tri-Creek School Corporation (West Creek)	195 West Oakley Avenue	Lowell	IN	46356
Schools	Ms.	Teresa A.	Eineman	Superintendent	Crown Point Community School Corporation (Lake Dalecarlia	200 East North Street	Crown Point	IN	46307
Schools	Ms.	Richard	Cook	Superintendent	Hanover Community School Corporation	9520 W.133rd Ave	Cedar Lake	IN	46303
Schools	Mr.	Gary	Peck	Superintendent	Will County Dictrict 92	708 N. State St.	Lockport	IL	60441
Schools	Ms.	Jennifer	Bertino	Regional Superintendent	Will County Regional Office of Education	702 W. Maple Street	New Lenox	IL	60451
Schools	Mr.	Jay	Plese	Superintendent	Wilmington School District 209U	209 Wildcat Ct.	Wilmington	IL	60481
Schools	Ms.	Claudia	Pautz	Principal	St. Rose School	626 S. Kankakee St.	Wilmington	IL	60481
Schools	Ms.	Tami	Roskamp	Superintendent	Beecher School District 200U	538 Miller St.,	Beecher	IL	60401
Schools	Mr.	Paul	Eggert	Principal	Zion Lutheran School	540 Oak Park Ave	Beecher	IL	60401
Schools	Dr.	Nathan	Kleefisch	Assistant Superintendent	Tri-Creek School Corporation (Cedar Creek)	195 West Oakley Avenue	Lowell	IN	46356
Schools	Ms.	Patrcia	Howard	Transportation Supervisor	Tri-Creek School Corporation (Cedar Creek)	195 West Oakley Avenue	Lowell	IN	46356
Schools	Ms.	Karin	Toth	Director of Transportation	Crown Point Community School Corporation (Lake Dalecarlia	200 East North Street	Crown Point	IN	46307
Schools	Ms.	JoAnn	Heldt	Transportation Coordinator	Hanover Community School Corporation	9520 W.133rd Ave	Cedar Lake	IN	46303
	Mr.	Al	Ponton	Ambulance Services	Riverside Medical Center	350 N. Wall Street	Kankakee	IL	60901
	Mr.	Al	Ponton	Ambulance Services	Riverside Medical Center	350 N. Wall Street	Kankakee	IL	60901
		Alan	Zlomie	Deputy Chief	Wilmington Fire Protection	501 N Main St	Wilmington	IL	60481
		Todd	Fredle	Deputy Chief	Wilmington Fire Protection	501 N Main St	Wilmington	IL	60481
		Rick	Juster	Deputy Chief	Wilmington Police Department	120 N. Main Street	Wilmington	IL	60481
				Director of Transportation	Wilmington School District 209U	209 Wildcat Ct.	Wilmington	IL	60481
	Mr.	Tony	Van Wienen	Director	Newton County EMS	9951 N 100 E	Lake Village	IN	46349
	Mr.	Brandon	Oliver	Director	Keener Twp. EMS	15th St SE	De Motte	IN	46310
	Mr.	Charlie	Scott	Co-Director	Tri-Creek EMS	1331 E Commercial Ave	Lowell	IN	46356



EMERGENCY SERVICE/SCHOOLS

NAME: _____

ORGANIZATION: _____

POSITION: _____

PHONE: _____

EMAIL: _____

1. What roadways crossing the Corridor B3 are critical corridors for your operations?
2. Do you plan on using the Illiana as part of your service routes?
3. What is your targeted response/travel time?
4. Which road closures would have significant negative impacts to your response time? What would be the alternative route used? How would this affect your travel (i.e. time and distance)?
5. Where do you anticipate future demand? Will this change the preferred routes for your operation?
6. Do you require any special access off any cross roads that would be affected if that cross road were closed?



EMERGENCY SERVICE/SCHOOLS

7. Do you operate your own transportation services, or are they contracted out to a private operator?

8. Are you involved with any planning or grant application activities (i.e. Safe Routes to Schools)?

9. Where can we obtain maps demonstrating your most current service area? (i.e. school districts or emergency response areas)?

Thank you for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: katie.kukielka@illinois.gov